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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

COMMUNICATING,

In compliance with a Senate resolution of February 27, 1875, information in relation to the establishment of a branch mint in the Western States or the Mississippi Valley.

JANUARY 6, 1876.—Read and ordered to lie on the table and be printed.

To the Senate of the United States :

In reply to the resolution of the Senate of the 27th of February last, requesting the President to institute inquiries as to the proper place for the establishment of a branch mint at some point in the Western States or in the Mississippi Valley, I transmit herewith the report, and accompanying papers, of the Director of the Mint, who was charged with the duty of making the inquiries called for by said resolution.

U. S. GRANT.

EXECUTIVE MANSION, *January 6, 1876.*

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
January 5, 1876.

The PRESIDENT :

Referring to the resolution of the Senate adopted February 27, 1875, requesting the President to institute inquiries as to the proper place for the establishment of a branch mint at some point in the Western States or in the Mississippi Valley, I have the honor to advise you that, in obedience to your direction, Dr. H. R. Linderman, the Director of the Mint, was charged with the duty of making the inquiry directed by said resolution, and has submitted to me his report thereon, which, together with the accompanying papers, is herewith transmitted.

I have the honor to be, very respectfully, your obedient servant,

B. H. BRISTOW,

Secretary.

OFFICE OF THE DIRECTOR OF THE MINT,
December 11, 1875.

SIR: On the 22d of April last I had the honor to receive from you a resolution of the Senate of February 27, 1875, as follows:

Resolved, That as it appears expedient to establish a branch mint for the coinage of silver, the President of the United States be requested to institute inquiries as to the proper place for the establishment of a branch mint at some point in the Western States, or in the Mississippi Valley, taking into account all questions of economy and facilities of distribution, and report upon the same at the next session of Congress.

In transmitting the resolution you instructed me to make, at such time before the next session of Congress as might be compatible with my official duties, an examination as to the proper place for the establishment of a mint for the coinage of silver, and to visit for that purpose Chicago, Cincinnati, Saint Louis, Indianapolis, or any other city, or town in the Western States or in the Mississippi Valley, which I might deem proper, and after concluding my examination to report the result to you.

Having, during the past summer, visited the cities referred to, also Kansas City and Denver, and examined their advantages respectively, with reference to the establishment of a mint, I have to report as follows:

The principal commercial and railroad centers in the West, Saint Louis, Chicago, Cincinnati, Indianapolis, Omaha, and Kansas City, all offer ample facilities for economically conducting mint operations, both as respects the cost of necessary supplies and rate of labor. They also possess sufficient facilities for distributing coin to the cities and towns of the Mississippi Valley.

For the coinage of silver it is not very material as to which of the cities referred to shall be selected for the location of a mint, as, under the law, such coinage, with the exception of the trade dollar, must be on Government account exclusively, and the bullion required for the same procured by purchase. The supply will come chiefly from the different reduction and refining works hereafter referred to.

It is important to avoid, however, if possible, the delay and particularly the expense which would attend the construction of a new edifice, and which may be accomplished by utilizing some Government building no longer required for other purposes.

The only Government buildings in the West adapted for mint-operations are the United States post-office at Saint Louis, and the United States arsenal at Indianapolis. The former will not be vacated until the completion of the new United States buildings now in course of construction, (in Saint Louis,) which will require probably three or four years.

The edifice at Indianapolis, it is believed, is no longer required for the purposes to which it has hitherto been devoted, and could be converted into a mint at a moderate expense within, say, six months from the time of its being vacated.

If it be the intention to establish a mint in the Western States for the coinage of silver only, and assuming that the arsenal-building can be vacated and turned over for use as a mint, the true policy would appear to be to locate it at Indianapolis.

Having stated my conclusions as to the location of a mint for the coinage of silver, I deem it proper to refer briefly and in general terms to the minting requirements of the territory known as the Mississippi Valley.

That extensive and highly productive section of our country will require, in the near future, a considerable coinage of both gold and silver.

If the demand is to be met by one mint, it should be located at a point as near the center of the valley as practicable, having reference to the procuring of cheap supplies and facilities for receiving bullion and distributing coin.

The city of Saint Louis being situated nearer the center of the valley than any other principal city or railroad center, and possessing equal advantages in other respects for the conducting of coinage-operations, would appear to be the proper location for the establishment of a thoroughly-equipped mint, of a capacity for both gold and silver coinage equal to the requirements of the present and future.

The reduction and smelting of precious-metal ores are now carried on quite extensively at Omaha, Chicago, Saint Louis, and different points in Colorado. In this branch of business, skill and energy have been displayed to an extent highly creditable to those engaged in it. It has already proved beneficial to the bullion-producing Territories, in furnishing a home market for a class of ores requiring facilities for reduction which cannot be afforded, except at points where skilled labor and supplies of various kinds can be procured at rates more favorable than in the greater portion of the precious-metal-mining districts.

With the further extension of railroads west of the Mississippi River, the business will largely increase. It will no doubt be benefited to some extent, should a mint be established in the Mississippi Valley.

In response to my request, the proper local authorities of the different cities visited furnished detailed statements of an interesting character, which accompany this report, in relation to the population, trade, manufactures, production, cost of supplies, &c.

The information contained in these statements shows the great extent of the agricultural, manufacturing, mining, and other industries of the West, together with the trade and exchanges to which they give rise.

In conclusion, it gives me pleasure to state that the proper authorities of the localities visited afforded me every possible facility for obtaining the information desired.

I am, sir, very respectfully,

H. R. LINDERMAN,
Director of the Mint.

Hon. B. H. BRISTOW,
Secretary of the Treasury.

THE PROPOSED MINT.

An argument in favor of its location in Saint Louis, and answers to questions submitted by Dr. H. R. Linderman, Director of the United States Mint, at Washington.

DR. H. R. LINDERMAN,
Director of the Mint, Washington, D. C.:

SIR: In reply to questions propounded by you, bearing on the subject of a location of an additional mint for the refining and coining of silver and gold, we have the honor to report as follows:

Question 1. "What is the population of the city according to the best estimate?"

Answer. Mr. David B. Gould, publisher of the Saint Louis Directory, who has for several years made official reports on the census, estimates the population of the city up to November 1, at 495,000. This calculation is based upon the natural ratio of increase as shown during the past two or three decades, and by returns already made at Mr.

Gould's office by trustworthy canvassers. It may be of interest to note the growth of our population, as shown by the following figures :

In 1844.....	34, 140
In 1850.....	74, 459
In 1852.....	94, 000
In 1856.....	125, 200
In 1860.....	170, 773
In 1870 (United States census).....	312, 960
In 1873.....	428, 126
In 1875 (Estimated November 1).....	495, 000

About five years have passed since the regular United States census was taken, and during that period the growth has been wonderful. The gain, according to the above estimates, has been over 183,000, or 59 per cent. In 1870 there were but 64,425 names in the directory, and the same ratio of names to population would indicate a present population of more than 550,000. It is probable that the canvass for the directory for 1870 was somewhat less thorough than it has been since. During the first half of the period between 1860 and 1870, there was but little increase in the population. Business was at a stand-still, owing to the fact that martial law prevailed, and many of the avenues of trade were closed. The influx of population and the revival of all branches of business at the close of the civil war followed; and, perhaps, at no time in the history of the city has the increase been so great as during the period from 1865 to 1874. With the fact before us that for the past two years there has been a stagnation in business, a depreciation in values, and a general uncertainty and lack of confidence in financial circles, the steady growth of Saint Louis in population and wealth may be looked upon with pride as well as astonishment.

2. "What is the total amount of capital employed by banks and bankers in Saint Louis?"

Answer. On the 1st of July, 1875, there were 56 banks in the city, with capital and surplus amounting to \$19,510,015; savings and time deposits, \$15,443,636; demand deposits, \$25,703,480; cash and exchange, \$14,542,885; loans, discounts, and bonds, \$45,309,998. Of the whole number of banks, 38 are in the clearing-house, and 18 are not in the clearing-house. Of the former, seven are national banks, and thirty-one State banks. The national banks have bonds deposited to the amount of \$1,342,850, with a circulation of \$1,079,080. For a detailed and official statement of the condition of the Saint Louis banks, see clearing-house report herewith submitted, marked "Exhibit A."

3. "How does the balance of trade of the city of Saint Louis and State of Missouri stand, as related to other cities, States, and Territories, respectively?"

Answer. The position which Saint Louis has reached as the fourth city in the Union in point of population, and the third in commercial and manufacturing importance, may be taken as a fair indication of what she will attain in the no distant future. All the States of the republic have contributed to her population, but her commercial intercourse has been chiefly with the Mississippi Valley and the States and Territories west of the great river. From this latter source almost exclusively have come the supplies of food and the material for manufactures, by which this population has been sustained. If, therefore, this growth in population and wealth has been developed in the center of a country as yet comparatively new, what may we not predict for the city when the vast area west of the Mississippi is placed under cultivation to the extent of the territory immediately east of the river, and when the mineral wealth in this region, but just discovered, shall have been placed in the hands of those who may be able to distribute it, in many forms, to the country?

The productive strength of many portions of the country east of us may never be greater than at the present time; that of the Mississippi Valley has not been half tested yet, while the capabilities of the vast region lying west and southwest are almost wholly unknown. When the Indian Territory is opened to white settlement, as it surely must be in a short time, and when New Mexico, Texas, and Arkansas have become more thickly populated, and have better facilities for transporting their products, there will be a population seeking trade with Saint Louis, the like of which no city on the continent can excel.

The trade of Saint Louis is now very large with Tennessee, Georgia, Mississippi, Louisiana, and Alabama. Ultimately the population and wealth of these States will increase, and it is fair to presume their trade with Saint Louis will correspondingly increase.

The improvement of the Des Moines Rapids by the Government, and the construction of the jetties at the mouth of the Mississippi River, are sure to increase the facilities for the movement of grain from the vast Northwest to Saint Louis, and thence by direct shipment to Europe. Consequently Saint Louis, while actively competing with cities east of her for the grain-trade of the Northwest, is quite alone in many branches of the trade. She deals in tobacco, cotton, pig-iron, bar-lead, zinc blooms, iron ore, zinc ore, barytes or "tiff," fire-clay, glass-sand, and other things which some other

cities can never deal in. The territory which sustains some of our neighboring cities is pretty fully developed, consequently their future growth must be slow. On the contrary, Saint Louis will increase in population for the next quarter of a century with great rapidity, and her wealth will undoubtedly increase in a corresponding ratio.

4. "What is the estimated approximate amount of the trade of Saint Louis with the bullion-producing States and Territories of the States? Give the same as respects the republic of Mexico."

Answer. Owing to the discrimination against Saint Louis in the freight tariff of the Union Pacific Railroad, her trade with much of the bullion-bearing regions has been greatly impaired. Notwithstanding this, however, during the past year the value of all products received from that section of country cannot be far from \$20,000,000; perhaps more. In 1874, according to the estimates of dealers, the receipts of wool alone from New Mexico and Colorado were 2,000,000 pounds. There were also received during the same year 1,000,000 pieces of hides, and of the whole number of cattle, hogs, sheep, and horses received by rail from the West, it is safe to say the larger proportion came from Texas, New Mexico, Southern Kansas, Colorado, and adjoining Territories. The trade during 1875 with these regions will undoubtedly be much larger than in 1874. The increase has been rapid for the past six months, particularly with Colorado, New Mexico, and Arizona. The completion of the Iron Mountain Railroad, so as to connect with the system of roads in Texas, has but just opened to Saint Louis the trade of that splendid region of the Southwest, the value and amount of whose trade may probably be fairly measured by the growth of the cotton-trade with Saint Louis. This branch of trade has increased as follows:

	Total bales received.	For re- shipment.	For sale in this market.
Year ending September 1, 1872	36,421	17,715	16,706
Year ending September 1, 1873	59,709	25,494	34,215
Year ending September 1, 1874	103,741	24,323	79,418

Since the first of September, 1874, the increase has been even more marked, the receipts in comparison with the previous year being as follows:

	Total bales received.	For re- shipment.	For sale in this market.
From September 1 to December 31, 1874	95,784	30,766	65,018
From September 1 to December 31, 1874	43,582	12,009	31,573
From September 1, 1874, to September 1, 1875	136,806		
From September 1 to November 15, 1875	46,145		

As the trade has increased, additional facilities have been provided for storing and compressing until now there are in operation five establishments as follows:

	Storage capacity. Bales.	Compress capa- city per day. Bales.
Paper-warehouse	15,000	500
Saint Louis Cotton Compress Company	25,000	1,000
Evans Bros.' warehouse	10,000	650
Mammoth warehouse	25,000	600
Factors' & brokers' warehouse	20,000	500

The increase in the trade, during the past year especially, has attracted to this market both Eastern and European buyers and experienced factors from the more southern cities, until now we have as good judges of the staple as any other market can boast of.

The trade of Saint Louis with the republic of Mexico can hardly be estimated, as it is mostly indirect by passing through the hands of merchants and dealers in the intervening States and Territories. Of the 222,320 ounces of silver and doré bullion produced by the Saint Louis Smelting and Refining Company, from January 1, 1875, to March 31, 1875, 40 per cent. of the crude ore was drawn from the more westerly and northwestern Territories, Utah, Nevada, and Montana; the balance from Colorado, Texas, New Mexico, and the republic of Mexico; the latter country furnishing probably as much as any one of the Territories named. (See letter from Augustus Steitz, marked Exhibit B.) This ore from Mexico was hauled seven hundred miles in wagons to reach the railroads of Texas, and shipments are still going on. The government of Mexico, it should be stated, has taken off the duties on imported machinery for mines; and as a result, one firm in this city, Messrs. Smith & Beggs, have already sent forward sets of machinery for three silver mines in Old Mexico, and are negotiating for orders for others.

5. "What are the means of communication with said States and Territories, and Mexico, existing at present or contemplated in the near future?"

Answer. By the Missouri Pacific Railroad to connecting lines, west, south, and northwest, in Kansas; by the Atlantic and Pacific Railroad southwest to the Indian

Territory, connecting with stage-lines and railroads, in course of construction, to New Mexico, Texas, and Old Mexico; by the Saint Louis and Iron Mountain Railroad, and its branches, to Arkansas, connecting with lines already built or in course of construction, to Texas and Mexico; by the Saint Louis, Kansas City and Northern Railway, and its branches, to the western border of Missouri, connecting with routes to the great Northwest and its Territories, and by the Missouri River to the gold and silver regions of Montana, Dakota, and Wyoming.

6. "What are the advantages of Saint Louis as a point for distributing coin to the various cities and towns of the Mississippi Valley?"

Answer. By twenty trunk railroads and their branches, sending out trains several times each day to all parts of the country, north, south, east, and west; by reliable express companies, running in these various directions, and by eighteen thousand miles of navigable rivers, represented by the Mississippi River and its tributaries, which ramify and reach every section, and the remotest boundaries of the basin of the Mississippi. The Union depot in Saint Louis, recently erected, greatly facilitates the dispatching of trains over the Illinois and Saint Louis Bridge, to the relay depot at East Saint Louis, whence they are sent over the various roads north, south and east.

7. "What amount of gold and silver bullion, or foreign coin, is received at Saint Louis annually, and transmitted East for mintage or sale? State also the amount or value of the gold and silver ores and base bullion received at and reduced or refined at Saint Louis?"

Answer. Eight thousand tons of gold and silver ore and bar bullion, worth between \$2,500,000 and \$3,000,000, are worked, reduced, and refined at Saint Louis. The amount of gold and silver bullion and coin received at Saint Louis annually, or passing through the city from the western mills and smelters, and transmitted East for coinage or sale, is difficult to estimate accurately, but will probably amount to at least \$5,000,000, in addition to home-production.

8. "What is the price or rate of ordinary and expert labor, and what the cost of living, as compared with other cities and towns in the Mississippi Valley?"

Answer. Ordinary labor is rated at \$1.25 to \$1.50 per shift of ten hours; skilled labor, \$1.75 to \$2.50; special artisans, \$3 to \$6 per day. Market prices for meat, vegetables, and bread are lower in Saint Louis than in any other large city in the Union. Comfortable rooms, suitable for homes for laboring-men, can be obtained at \$3 to \$5 per month each, according to locality.

9. "What are the varieties of fuel, and cost of each delivered in the city?"

Answer. Bituminous coal may be obtained by the car-load at \$1.50 to \$2.50 per ton, or from 6 cents to 10 cents per bushel; anthracite coal from Pennsylvania costs \$10.50 to \$12 per ton; semi-anthracite coal from Arkansas and Southwest Missouri, from \$6 to \$7; cannel coal, ———; coke, 7 cents to 8 cents per bushel; 10 cents for gas-house and 10½ cents for imported. Hickory, oak, ash, and other kinds of wood, from \$4 to \$7 per cord.

10. "At what price per pound can sulphuric acid, of commercial strength and quality, be delivered or manufactured here, in quantity from 3,000 to 6,000 pounds daily?"

Answer. Two cents to 2½ cents per pound. (See letters from Missouri Chemical Works, marked "Exhibit C.")

11. "At what price per pound can pure nitric or parting acid be delivered or manufactured, in quantity from 3,000 to 6,000 pounds daily?"

Answer. At present price of nitrate of soda, of 35° Baume, 8½ cents; of 41° Baume, at 9½ cents. (See appendix, "Exhibit C.")

12. "What is the price per ton of half-ground common salt?"

Answer. From \$9 to \$10 per ton.

13. "At what price can pure zinc be furnished, in quantity from 300 to 1,000 or more pounds daily?"

Answer. At 7 cents per pound.

FACTS TO BE CONSIDERED.

In locating the mint, the Government will doubtless have in view not merely the convenience of regions now largely yielding, but the development of others to the southward. It is believed that our great deposits of ore grow richer as they approach the Mexican border, and that our richest mines will yet be found when those deposits near our southern frontiers shall have been pierced by the extension of the Atlantic and Pacific and Texas and Pacific Railroads. At no distant day a vast supply of precious metals may be expected from this quarter, and this product, whether shipped by the Atlantic and Pacific Railroad, terminating here, or by roads running southward from Denver, will be delivered here at less cost than any other proposed location.

Valuable mines have also begun to yield in Arkansas and Texas. Now, it will not be overlooked that the products of the Northern States of Old Mexico, by competent judges declared to be the richest of all Mexican States in mineral deposits, will naturally seek an outlet by these railroads, if invited by a mint and the attendant smelting and refining works at this city.

Moreover, a contract already concluded with the Mexican Republic secures the early completion of a nearly air-line from this city by the Iron Mountain Railroad and the International of Texas to the city of Mexico. With suitable works located at the northern terminus of this route, no small share of the rich product of Central Mexico will also be drawn to this city.

Both with Northern and Central Mexico a valuable return traffic in our supplies of food and manufactures will then be stimulated.

These important advantages, a location of the mint farther North would forfeit, while it would also impose a needless tax upon the production, already large and likely to be increased, in Colorado and the southern tier of Territories.

The movement recently inaugurated in this city for the construction of a Southern Pacific Railroad it is confidently believed will be a success. The voice of delegates from the great States of the Southwest and South in favor of a route to the Pacific coast south of the snow line, cannot fail to meet with a favorable response from the power which has heretofore aided great national enterprises. Should this railroad be constructed, the wealth that will flow to the country from the vast mineral region through which it will pass can scarcely be computed. Certain it is that the mines whose treasures are now hidden will be opened, and will contribute largely to the prosperity of the country.

In Bell's work, entitled "New Tracts in North America," published in London in 1860, may be found a paper written by Mr. Charles Sevin on the mines of Chihuahua, and read before the Royal Geographical Society, in which it is stated that one mine in Santa Eulalia yielded in 1833 \$145,000,000, and another some time later yielded \$143,000,000.

The richness of the gold and silver regions of the West and Southwest is described more fully in the letter from Hon. George Turner, late chief-justice of Nevada, and in an editorial article from the Saint Louis Republican of November 12, marked Exhibits D and E of the appendix.

We would mention also, as an inducement for the location of the mint in Saint Louis, that the Government already owns in this city property admirably adapted to that use. The old custom-house and post-office building, a photograph of which is herewith submitted, is one of the most substantial buildings ever erected by the Government. The plans were made in Washington under the supervision of Major Bowman, then topographical engineer, and the building was superintended by Thomas Walsh, of Saint Louis. In size it is 125 feet deep by about 80 feet front, and three stories high over Third street and two stories under it, making in all five stories high. The style of architecture is Roman with a heavy rusticated basement, supported by Corinthian columns and pilasters flanking the façades, and having a bold and massive portico in front surmounted by a pediment. The building throughout is fire-proof, the beams and girders being of iron, with brick arches turned or put in between them.

For such purposes as are required for the mint, no more suitable building can be had, both for light and ventilation, by a small change in the interior. It is lighted externally on the four sides, and as it is internally divided into five bays or spans, by rows of iron columns, the center span can be cut out or removed so as to form a rectangular court lighted from the roof by a large iron skylight, lighting up the whole interior; and iron galleries can be constructed encircling the court so as to admit of entrances to each apartment. This building will be vacated on the completion of the custom-house now being erected. If a temporary building should be needed, however, before the completion of the new Government house, two or three suitable ones can be obtained.

We would further mention, that the works already in operation in this city for the smelting and reduction of silver-ore have been successful to a degree not anticipated when they were established. Similar works have been attempted in other places and have not succeeded. So profitable has the smelting of the precious ore proven, that it is in contemplation to establish other and more extensive works near this city at an early period.

In view of all these facts herewith presented, and in consideration of the many advantages Saint Louis offers, as the central city of the republic and the chief manufacturing city of the West, we ask that its claims may receive the consideration which they merit.

Respectfully, your obedient servants,

WEB. M. SAMUEL.
ERASTUS WELLS.
WM. H. STONE.
YODER BROWN.
JOHN D. PERRY.
JOSEPH BROWN.

SILAS BENT.
LOUIS V. BOGY.
EDWIN HARRISON.
JOHN B. MAUDE.
THOS. J. BARTHOLOW.
CHARLES GREEN.

E. H. E. JAMESON, *Secretary*.

In behalf of the Merchants' Exchange and the citizens of St. Louis.
St. Louis, November 15, 1875.

APPENDIX.

EXHIBIT A.

Aggregate statement of the condition of banks in Saint Louis on the first day of July, 1875, compiled from public and private statements, by E. Chase, manager Clearing-House.

	Bonds deposited.	Circulation.
July 1, 1875—7 national banks	\$1,342,850	\$1,079,080
January 1, 1875—7 national banks	1,492,850	1,259,300
Decrease	150,000	180,220

	Capital and surplus.	Savings and time deposits.	Demand deposits.	Cash and exchange.	Loans, discounts, and bonds.
7 National banks	\$7,601,553	\$1,202,781	\$9,494,256	\$6,187,862	\$11,438,094
31 State banks	10,469,014	11,241,668	14,374,348	7,376,461	28,815,128
38 Clearing-house banks	18,070,567	12,444,449	23,868,604	13,564,223	40,248,222
18 Banks not in clearing-house	1,439,448	2,999,177	1,834,876	978,562	5,061,776
56 Banks in Saint Louis	19,510,015	15,443,636	25,703,480	14,542,885	45,309,998
60 Banks January 1, 1875	19,892,761	17,876,295	25,639,677	11,990,286	48,688,239
Decrease last 6 months	382,746	2,432,659	63,803	2,552,599	3,378,241
Increase					

Aggregate of exchange purchased by banks from January 1 to July 1, 1875..... \$132,812,322
 Aggregate of exchange purchased by banks from July 1, 1874, to January 1, 1875..... 141,573,439

EXHIBIT B.

SAINT LOUIS SMELTING AND REFINING COMPANY,
Saint Louis, July 26, 1875.

WEB. M. SAMUEL, Esq., *Chairman* :

SIR: In reply to your request I desire to state that, during the first full quarter of the present year, that is from January 1 to March 31, the Saint Louis Smelting and Refining Company has produced 222,320 ounces of silver and doré bullion.

Our present capacity is from 800,000 to 1,000,000 ounces of fine silver and gold per annum.

Additions to the present plant, now in progress, and to be completed in sixty days, will permit us to double upon the above rate of production.

If justified in so doing upon consultation with the proper mint authorities, it is in contemplation to put up the necessary apparatus for parting, &c., so as to turn out the precious metals in condition for immediate coinage. Of our raw material about forty per centum is drawn from the more westerly and northwestern Territories, Utah, Nevada, and Montana; the balance from Colorado, Texas, New Mexico, and Old Mexico.

The geographical centrality of Saint Louis enables us to supply our wants from the entire mineral region extending from north to south between the Mississippi Valley and the Pacific Slope. I mention this, as the same elements which serve to draw to us the raw material, to which we have particularly devoted our immediate attention, indicate the natural current of the entire gold and silver product of the mineral region, and should form a conclusive argument in favor of Saint Louis as the natural point for gathering up the precious metals and converting them into the coinage of the country.

I am, respectfully, yours,

AUGUSTUS STEITZ, *Metallurgist.*

EXHIBIT C.

SAINT LOUIS, June 22, 1875.

Web. M. Samuel, Esq., Chairman, and Messrs. L. V. Boggy, Silas Bent, and others, committee Merchants' Exchange, Saint Louis, Mo.

GENTLEMEN: Your letter of the 19th instant duly received, requesting us to state "what quantity of sulphuric acid is annually produced by our establishment, and the comparative cost of the article with other places, and whether the quantity annually

produced by us could be increased." As your inquiry is designed, as stated, for the information of Dr. Linderman, Director of the Government Mints, who is examining for proposed site of the new mint to be located hereafter in the Mississippi Valley, we would reply, that, so far as concerns the article of sulphuric acid, which is used so extensively in refining operations of bullion, we can promise equal advantages to any city in the Mississippi Valley. With our present capacity we can produce about 2,700,000 to 3,000,000 pounds annually. This can be readily increased at any time the demand for sulphuric acid would justify, with a corresponding decrease in the cost of production. When the proper authorities are prepared to contract for a supply, we are able to furnish it in any desired quantity, as low as it can be secured in any city in the Mississippi Valley.

We have advantages in securing crude material at this point which renders us, when advisable, entirely independent of foreign supply. The quantity of nitric acid now used in refining bullion is comparatively small, but we are prepared, whenever required, to produce it in any quantity and at satisfactory price, as compared with other localities.

As the prices of fuel, skilled labor, and sulphuric acid are the essential elements to be regarded in locating a bullion refinery, we are confident that our part, viz, "the price of sulphuric acid," can be satisfactorily arranged, so as to defy competition elsewhere.

Respectfully, yours,

W. H. CHAPPELL & CO.

SAINT LOUIS, November 6, 1875.

MR. EDWIN HARRISON, *City*:

DEAR SIR: Your letter of the 4th instant duly received. In our reply to the committee of Merchants' Exchange on the same subject, we stated our capacity for the production of sulphuric acid, and that the same could be readily increased at any time the demand for the article would justify, with a corresponding decrease in the cost of production, and when the proper authorities are prepared to contract, we will furnish it at as low a rate as it can be procured in any city in the Mississippi Valley.

In reply to your question, "at what price per pound can sulphuric acid of commercial strength and quality be delivered or manufactured here in quantity from 3,000 to 6,000 pounds daily?" would say 2 to 2½ cents per pound. For nitric acid, at present price of nitrate of soda and in quantities corresponding to sulphuric, we would furnish nitrate acid of 38° Baume at 8½ cents, and 41° Baume at 9½ cents per pound.

Anticipating these quotations will be entirely satisfactory,

We remain, respectfully,

W. H. CHAPPELL & CO.

EXHIBIT D.

Web. M. Samuel, Esq., Captain Silas Bent, and others of the Committee:

GENTLEMEN: The large and steadily-increasing production of the precious metals upon our Pacific slope renders it proper that another mint should be established.

That it should be located at a point near the center of our country seems to be admitted. And still the oft-repeated question is presented, "Where?" A multitude of reasons furnish the ready answer, "Unquestionably Saint Louis."

Since 1849 the stream of gold and silver has been pouring forth from our mines in a constant and steadily-increasing volume. The "*Veta Madre*," or "Mother Lode gold-vein" of California, and its affluents, have yielded twelve hundred millions in gold; the "Comstock Lode" upward of three hundred millions; and other mines—north, east, and south of these two great fissure-veins—have also yielded large amounts of wealth.

The mint at San Francisco, although coining more than any other in the world, is pushed to its utmost capacity.

A few years ago, fifty millions per year was yielded by our mines, and the world was astonished at their wealth; the product rapidly arose to seventy-five millions; this year over one hundred millions will be produced, and soon this enormous sum will be doubled.

Again, although Montana, Idaho, and Colorado are all producing bullion rapidly, it is well known that the greatest developments are now being made in a southerly direction.

In former years, the "Mother Lode of California" was worked chiefly in Sierra, Plumas, Nevada, Placer, El Dorado, and Amador Counties, in California. But within the last five years this great mineral belt has been traced far to the southward, and in San Bernardino, Kern, and other counties of Southern California, mines of great wealth and large yield are now being successfully worked.

And not only here, but in Arizona, New Mexico, and even in the Northern States of

Mexico proper, the developments within the last five years have astonished even the most sanguine.

To these gold and silver fields Saint Louis is the nearest and most accessible point; and the best place for the location of a mint to coin the bullion from these rapidly-improving regions is, undoubtedly, Saint Louis.

An argument in favor of this location might also be drawn from the fact that here machinery, chemicals, and labor suitable for the prosecution of the work of coining, are especially abundant; but this is not necessary in the premises.

The richest gold and silver fields, and those which are destined to show the largest development within the next half century, are located to the west and southwest of this city; and the bullion which requires the coiner's care could not be taken to a mint located in any other eastern city without being carried by the very door of Saint Louis.

For these and a multitude of other reasons, Saint Louis is the proper location.

Yours, respectfully,

GEORGE TURNER.

EXHIBIT E.

NEW BONANZAS.

The newspapers of New Mexico and Arizona are literally filled with glowing accounts of new and rich discoveries of deposits of precious ores in those Territories. It has long been known by persons conversant with the mining interests of the Rocky-Mountain regions, that New Mexico and Arizona offered the most flattering inducements to capitalists to develop the mines which were known to exist, and to prospect the country for other deposits yet undiscovered. For nearly two hundred years Mexican miners have operated, in a crude way, mines in New Mexico, which have largely remunerated them for the labor expended. Persons who have examined the refuse-heaps of the abandoned Spanish mines of New Mexico declare that many millions of bullion might be extracted by modern processes of reduction. New discoveries in the Yuvapai district of Arizona are reported, and the mines which had been opened before are more than meeting the expectations of their owners.

The most cheerful reports reach us from the San Juan country. Mines of fabulous richness are every day being discovered in the vicinity of Del Norte and in the Lake district. The Hermasilla region of Sonora and the mines of Chihuahua have been extensively explored during the past season, and pronounced to be far richer than hitherto believed to be. One experienced prospector declares the mines in the Hermasilla Mountains to be the richest in the world. In fact, it appears that the great bonanza of the world is yet to be developed, and that it will not be in Nevada either, but hundreds of miles south from the Ophir and Virginia ledges.

These recent discoveries and prospective development of mines adjacent to the line of the proposed Southern Pacific Railroad, afford a strong argument in favor of the speedy construction of that great highway. Already no inconsiderable amount of bullion annually finds its way out over mountains and across deserts from New Mexico and Arizona. But the amount, though running up into the millions of dollars in value, which are now obtained from those regions, is insignificant compared with the mighty stream of wealth which will flow from those regions when once there are facilities afforded for transportation of supplies to the miners, and means of getting the ores to the market at cheap rates. It is not extravagant to claim that New Mexico, Arizona, and the mines of Northern Mexico, if developed, as they would be by the completion of the Southern Pacific Railway, would add one hundred millions of dollars to the product of this country. Now, this vast addition to our annual collection of precious metals would go far toward re-adjusting the finances of the country and restoring activity and prosperity among all classes of our citizens. When these things are considered, the cost of opening up communication by means of a trunk-line of railroad across the continent, with these vast and wealthy mining regions, sinks into insignificance. The people of the whole country should demand a highway of traffic and travel to the region of the new bonanzas in Mexico, Arizona, and New Mexico. Let them be developed.—*Saint Louis Republican*, November 12.

CHICAGO, November 20, 1875.

DEAR SIR: In reply to a series of interrogatories submitted by you to this board, I have the honor to report that the same were referred to a select committee of gentlemen of acknowledged ability, to consider and report upon the several interrogatories, and I beg to submit herewith their report in full, merely adding that the committee

have spent much time and research, and have, I believe, presented a report comprehensive in detail and in facts, within the true resources of this city as a desirable point for the location of a United States mint for the refining and coinage of silver and gold.

I have the honor to be, very respectfully, your obedient servant,

GEORGE ARMOUR, *President.*

Dr. H. R. LINDERMAN,

Director of the United States Mint, Washington, D. C.

Report of the committee appointed to consider a series of interrogatories propounded by Dr. H. R. Linderman, Director of the United States Mint, to the Board of Trade, Chicago.

CHICAGO, November 20, 1875.

GEORGE ARMOUR, Esq.,

President of the Board of Trade, Chicago:

DEAR SIR: Herewith we beg to hand you replies to questions propounded by Dr. H. R. Linderman, Director of the United States Mint, bearing on the subject of a location of a United States mint for refining and coinage of silver and gold.

Question 1. "What is the population of the city according to the best estimates?"

Answer. A comparison of the most reliable estimates of the population of the city of Chicago, places it at the present date at 435,000. As having a bearing upon this question, showing the ratio of increase, the following statistics are presented, mainly from official statistics:

POPULATION OF CHICAGO.

1839.....	70	1853.....	60,627
1840.....	4,853	1860.....	112,172
1843.....	7,580	1862.....	138,835
1844.....	10,864	1863.....	160,000
1845.....	12,088	1865.....	178,900
1846.....	14,169	1866.....	200,418
1847.....	16,859	1868.....	252,054
1848.....	20,023	1870.....	298,977
1849.....	23,047	1871, (June).....	334,270
1850.....	29,963	1872, (October).....	364,377
1852.....	38,734	1875, (November, estimated).....	435,000

POPULATION OF ILLINOIS.

1810.....	12,282	1850.....	851,470
1820.....	55,162	1860.....	1,711,951
1830.....	157,445	1870.....	2,539,891
1840.....	476,183		

Population of the following States from the United States census:

	1860.	1870.
Illinois.....	1,711,951	2,539,891
Wisconsin.....	775,881	1,054,670
Iowa.....	674,913	1,191,792
Minnesota.....	172,023	439,706
Michigan.....	749,113	1,184,059
Indiana.....	1,350,428	1,680,637
Kansas.....	107,206	364,399
Nebraska.....	28,841	122,993

Question 2. "What is the total amount of capital employed by banks and bankers in Chicago?"

Answer. In reply to this question we would present the following condensed statement, carefully prepared from official sources:

National banks, capital and surplus.....	\$13,381,000
State corporations, capital and surplus.....	7,165,000
Private bankers.....	3,885,000

Total..... 24,431,000

To this might fairly be added an amount, estimated at from one to one and a half million of dollars, of capital employed in our city for banking purposes, though not included in the above statement.

Question 3. "How does the balance of trade of the city of Chicago and State of Illinois stand, as related to other cities, States, and Territories, respectively?"

Answer. We feel that any attempt to give a specific answer to this question must be futile. We would, however, present the following facts:

The business of Wisconsin, Minnesota, Iowa, Nebraska, and Illinois finds its natural focus in this city, as does also a large part of the trade of Kansas, Northern and Western Missouri, Northern Indiana, and Northern and Western Michigan, and of the Territories of Dakota, Montana, Wyoming, Utah, and Colorado, making in all nine States and five Territories, from all of which the balance of trade is yearly becoming larger and more valuable in favor of Chicago.

The value of farm-products shipped eastward from this city in 1874, upon a careful estimate, amounted to \$197,400,000, to which add the products of the mine and the forest, and manufactured articles, including dry goods, groceries, and the many other articles that are received or produced in this city, and without duplicating values by the process of manufacture or resale, and the aggregate will not fall short of \$586,400,000. It must be inferred that such an amount of business left a large balance of trade in favor of the city. Indeed, this balance in the last twenty-five years has increased her population from 29,963 in 1850, to 435,000 in 1875, and has made her the largest grain, provision, cattle, hog, and lumber market in the world. It will throw light on this subject to state that there has been made by ten of our principal banks within a year exchange amounting to \$418,000,000. To this should be added money transported by the American, United States, and Adams Express Companies for the Government, banks, railroad companies, and merchants, exclusive of any portion of their through business, amounting to \$226,560,000, and also the aggregate of the money-order business transacted by the Chicago post-office money-order department of \$14,507,432.83, making a total of exchange of \$659,067,432.83. In these figures there are left out the exchanges made by private banks and bankers.

Question 4. "What is the estimated approximate amount of the trade of Chicago, with the bullion-producing States and Territories of the United States?"

Answer. The trade of this city with the bullion-producing States and Territories is estimated by leading merchants in the several lines of business as follows:

In dry goods.....	\$7,000,000
In clothing.....	2,000,000
In boots and shoes.....	1,500,000
In groceries, fruits, &c.....	2,000,000
In tobacco and cigars.....	500,000
In wines and malt liquors.....	1,000,000
In hardware, iron, steel, nails, and saddlery-hardware.....	4,000,000
In manufactures of iron.....	2,000,000
In railroad-iron.....	4,000,000
In provisions, meats, &c.....	2,000,000
In silver ware, watches, jewelry, &c.....	500,000
In hats, caps, and millinery goods.....	500,000
In paints, oils, glass, lead, copper, brass, tailors' and dressmakers' supplies, notions, crockery and china ware, plumbers' goods, soap and candles, mill-furnishing supplies, &c.....	3,000,000
A total of.....	30,000,000

Your committee have arrived at these figures only after a careful comparison of the views of different and reliable houses in the several branches of trade named, houses whose names are well known East and West. In many cases the quantities had to be estimated, but in every instance the sum named is within rather than exceeding the probable amount of business transacted. The aim has been to avoid overestimating, and overstatements.

Question 5. "What are the means of communication with the bullion-producing States and Territories and Mexico existing at present or contemplated in the near future?"

Answer. First. We have four separate and rival railroad lines connecting this city with the Union Pacific Railroad, to wit:

1. The Chicago and Northwestern, connecting at Omaha.
2. The Chicago, Rock Island and Pacific, connecting at Omaha.
3. The Chicago, Burlington and Quincy, connecting at Omaha.
4. The Chicago and Alton, connecting with the Union Pacific Railroad at Kearney Junction.

By means of these four lines of railroad, the entire bullion-producing country west of the Missouri River, and reached by the Union Pacific Railroad and its branches and connections from Santa Fé on the south to Montana on the north and Sacramento on the west, is brought within rapid and easy communication with this city.

Second. We have two separate and rival railroad lines connecting this city with the

Kansas Pacific Railroad, to wit, the Chicago, Burlington and Quincy, and the Chicago and Alton Railroads, thus placing all the rich mining country, tapped by the Kansas Pacific Railroad and its branches and connections, in as close communication with Chicago as that of the Union Pacific and its connections.

Third. The Chicago, Burlington and Quincy Railroad connects with the Atchison, Topeka and Santa Fé Railroad, now completed to Washita, Kans., and about to be extended to Santa Fé, N. Mex., again connecting the entire mining region of New Mexico and Colorado with Chicago by a separate and rival route to that via Denver and the Union Pacific and Kansas Pacific Railroads.

Fourth. The system of railroads contemplated and now in the course of construction through Texas toward Mexico, will, at an early day, connect the mines of Mexico with the railroad system of the West, which has its center in Chicago.

Fifth. The mining regions of Lake Superior are connected with Chicago by rail via the Chicago and Northwestern Railway, terminating at Marquette, and by the Lakes also.

Question 6. "What are the advantages of Chicago as a point for distributing coin to the various cities and towns in the Mississippi Valley?"

Answer. To answer this question it is only necessary to examine a map showing the railroad system of the Mississippi Valley, (which is presented herewith and made a part of this report,) and by which it is shown that Chicago is the greatest railroad center of the world, and is unrivaled in its situation to command the entire water system of the West.

To enumerate and give these connections of the different railroads having their principal termini in Chicago, and spreading like a spider's web over the entire region known as the Mississippi Valley, would be a work of too much detail to be fitted to a report of this nature. We will therefore only give a few points in connection therewith:

There are eighteen trunk-lines of railroad centering here, enumerated as follows:

The Baltimore and Ohio.

The Chicago, Lake Shore and Michigan Southern.

The Pittsburgh, Fort Wayne and Chicago.

The Pittsburgh, Cincinnati and Saint Louis.

The Michigan Central.

The Chicago and Michigan Railroad.

The Chicago and Alton.

The Chicago, Danville and Vincennes.

The Chicago and Iowa.

The Chicago, Rock Island and Pacific.

The Chicago and Northwestern, with three trunk-lines, viz, Milwaukee Division, Wisconsin Division, and Iowa and Freeport Division.

The Chicago and Pacific.

The Chicago, Milwaukee and Saint Paul.

The Illinois Central.

The Western Union Railroad.

The Chicago, Burlington and Quincy.

The Chicago and Northwestern Railway operates 3,443 miles of railway, dispatches from and receives at Chicago 123 trains per day on an average, and reaches by its own lines Omaha, on the Missouri River, Marquette, on Lake Superior, Saint Paul, on the Mississippi, and Lake Kampuka, in the wilds of Dakota Territory.

The Chicago, Burlington and Quincy Railroad operates over 1,300 miles of railway, averages 53 regular trains per day at Chicago, and reaches by its lines and connections every point touched by railroad in Southern Illinois, Iowa, Northern Missouri, Kansas, Nebraska, and Colorado.

The Chicago, Rock Island and Pacific Railroad operates 1,140 miles of road, averages 22 trains per day at Chicago, and has its principal termini at Omaha, Nebr., Atchison and Leavenworth, Kans., and Peoria on the Illinois River, connecting at this latter point with the Peoria, Pekin and Jacksonville Railroad for Saint Louis.

The Chicago and Alton Railroad operates 669 miles of road; averages 52 trains per day, and has its principal termini at Saint Louis, Jefferson City, and Mexico, Mo.

The Pittsburgh, Cincinnati and Saint Louis Railroad operates 1,200 miles of road, averages 16 trains per day at Chicago, and has its principal termini at Pittsburgh, Indianapolis, Louisville, Columbus, and Chicago.

The Illinois Central Railroad operates 1,106 miles of road, averages 50 trains per day at Chicago, traverses the State of Illinois from east to west and north to south. Its principal termini are Chicago, Dunleith, and Cairo, Ill., and Sioux City, Iowa. It connects with the Mobile and Ohio Railroad at Cairo, forming a direct all-rail route to New Orleans, connecting with the entire system of east and west railroads between the Gulf of Mexico and Lake Michigan. It has over forty junctions with east and west railroads in the State of Illinois alone.

Without particularizing further, it is safe to assert that there is not a city or town

of importance in the entire Mississippi Valley which is not connected with Chicago by two or more lines of rival railroads, and that there is not a railroad of importance in the whole country which does not terminate or have a direct connection with some railroad terminating here. It may with confidence be asserted that the advantage Chicago possesses as a point for distributing coin to the various cities and towns of the Mississippi Valley are unrivaled by any other point. As bearing directly upon this subject, and affording striking corroboration of the conclusions arrived at above, as to the pre-eminent advantages of Chicago as a point for distributing coin to the various cities and towns of the Mississippi Valley, we beg to call special attention to the following statistics as to the operations of the fast mail-trains in the West, which have been obtained from the Post-Office Department at Washington. The mails from the East and Southeast into Chicago weigh daily an average of 32,202 pounds. The mails from the Northeast, East, and South, into Saint Louis, weigh daily an average of 10,293 pounds. This includes only Saint Louis proper and Arkansas mails. The mails from Saint Louis to Chicago weigh daily an average of 1,218 pounds. The mails from Chicago to Saint Louis daily, average 2,553 pounds. This includes the mails from north of Chicago, and from Michigan. The mails going into Missouri for the country west and southwest of, and including that State average 10,715 pounds daily. This includes the mails from all directions—north, south, and east.

The amount of mail-matter distributed to the sections immediately tributary to Chicago is seven times as large as the amount received at and distributed from Saint Louis. The 32,202 pounds received daily at Chicago from the East and Southeast represent less than one-half of the amount actually received, for the reason that those weights do not include any of the mails which arrive at Chicago from the South or Southwest. If the weight of mails from those sections was added, the average daily amount received at Chicago would be double. The 10,293 pounds received at Saint Louis daily represents the entire amount of mails received from all quarters, except from the unpopulated territory immediately west of it.

Question 7. "First. What amount of gold and silver bullion is received at Chicago annually, and transmitted East for mintage or sale? Second. State also the amount or value of the gold and silver ores, and base bullion received and reduced, or refined, at Chicago."

Answer. While the investigations of your committee have indicated a very large amount of gold and silver bullion having been transmitted through our city, far exceeding probably any estimate placed upon it, we are yet unable to present a specific reply to the first part of this question. The bullion is transmitted wholly by the several express companies, and their books are the only sources of information from which the facts could be gathered. For prudential reasons, and reasons the force of which your committee appreciate, the data needed to make a definite reply have been withheld.

In regard to the second part of the question, we find, upon examination, that there was reduced of ore and crude bullion in the different works in Chicago, last year, about 20,000 tons. This worked out something more than \$2,500,000 in gold and silver, (mostly silver,) and about 12,000,000 pounds of lead, worth $6\frac{1}{2}$ cents per pound, or \$780,000, making a total of \$3,280,000.

Question 8. "What is the price or rate of ordinary and expert labor, and what is the cost of living as compared with other cities and towns in the Mississippi Valley?"

Answer. A careful investigation of this subject has convinced your committee that all kinds of labor can be procured as cheap in Chicago as in any other city in this country. Numerous parties, manufacturers of various kinds, have been consulted, and the following table is a fair average of the facts given, and agree with the extensive practical experience of your committee:

Machinists	\$2	to \$2 50 per day.
Blacksmiths	1 50 to	1 75 " "
Millwrights	2 00 to	3 00 " "
Carpenters	1 75 to	2 25 " "
Bricklayers	2 25 to	2 75 " "
Laborers	1 25 to	1 50 " "
Coopers	2 00 to	2 50 " "
Teams	3 50 to	4 00 " "
Horse-servants	2 00 to	4 00 per week.

For clerical labor the following rates are an average:

Book-keepers	\$800 to \$1,500 per year.
Traveling agents	800 to 1,500 " "
Salesmen	800 to 1,500 " "
Clerks	600 to 800 " "
Porters	500 to 600 " "
Errand-boys	150 to 300 " "

An advertisement would call out a large number of applicants at the lowest of above rates.

In regard to the cost of living in Chicago, after conferring with many laborers in different situations and mechanics in several departments of work, and variety of manufacturers, your committee is convinced that our city is one of the cheapest places in our country for mechanics and laborers to live in. Rents at present are low, and all appearances indicate that they will continue so. The fictitious prices on real estate which held sway for a long time in Chicago are gone, not to return again very soon. Consequently, landlords value their lands what they are worth, and, with the extreme low prices for building, rents have come down to a healthy basis. One of your committee now has twenty dwelling-houses erected for his laborers: they are frame, two story, containing two good-sized rooms, besides kitchen, on each floor, and wood-shed, with water. They rent for about \$100 per annum, or \$55 for the lower story, and \$45 for the upper. For a higher-priced laborer, suitable dwellings can be rented at from \$8 to \$15 per month. The cost of provisions here is very low. Our packing season now virtually continues throughout the whole year. During the last summer there were killed here over 500,000 hogs. This meat, one of the chief items of expense, can always be had at very low prices. Potatoes are worth 25 to 40 cents per bushel, and flour \$1.50 to \$7 per barrel. A careful comparison shows that groceries, clothing, boots and shoes can at all times be bought here as cheap as in any city of our country. The stocks in every department are large, well adapted to the wants of the laborer and mechanic, and competition very strong, enabling the prudent purchaser at all times to get the full value of his money. An important fact to be taken into consideration in this connection, though not called for in the questions proposed, is the healthfulness of this city. Were it practicable to embrace them within this report, statistics from well-authenticated tables might be presented to prove what is clearly indicated by our location on the shores of a broad lake, an abundance of water of unusual purity, a perfect system of sewerage, and our extensive and well-located parks and drives. Indeed, in every respect that would make a city desirable as a home for the laborer, mechanic, artisan, or employé of any kind, or as a location for the manufacturer, we feel that Chicago presents unsurpassed advantages, a practical proof of which is found in the present rapid increase in the various branches of manufacturing industry.

Question 9. "What are the varieties of fuel, and the cost of each delivered in the city?"

Answer. An abundance of coal of both anthracite and bituminous varieties, and of wood, can at all times be had here and at reasonable rates.

Of wood.—All kinds of hard wood are here abundant, principally beach, maple, oak, and hickory, and at prices ranging from \$5 to \$8.50 per cord.

Anthracite coal.—Our city is in direct rail and water communication with the anthracite coal mines, and is, therefore, freely supplied at low rates. Contracts can be made at the present time with the responsible agent of the Anthracite Association of Pennsylvania for one or ten years to come, to deliver here the Lackawanna coal for \$6.25 per net ton of 2,000 pounds, and the Lehigh coal for \$7 per ton. This association own their own roads from the mines to Buffalo and Oswego, and can lay down coal at the latter port for \$3.75 per net ton. Freights the past year have been from Oswego to Chicago 95 cents to \$1.65 per ton, and from Buffalo from 40 cents to \$1. This coal is largely exported from this city to Saint Louis, Mo., Kansas, and Nebraska, also Wisconsin, Iowa, and Minnesota. The screenings from this coal can be had for \$1 per ton. These are used for steam purposes.

Soft or bituminous coal.—The importance of this subject in relation to the object of this report has led your committee to give to it a long, thorough investigation, and we beg to lay before you the following:

"LOUIS WAHL, Esq.:

"CHICAGO, November 19, 1875.

"DEAR SIR: At your request we have the pleasure in placing before you the following information regarding the sources of supply, qualities, and prices of the various soft coals brought to this market.

"It may be remarked that Chicago is now one of the most important markets in the country for soft coal, not only as regards its consumption for manufacturing and other purposes, but also as being the distributing point for a large section of the Northwest.

"The fact of this being so great a grain and produce market exercises a very favorable influence as regards the coal supply, as the railroads have seen it to their interest, in order to obtain return freights for their cars which have been sent east loaded with produce, to encourage by low rates of freight the bringing of eastern coal to this market. The same influence results in keeping rates of freights by vessel to this point on a very low scale during most of the season of navigation.

"*Erie coal.*—This coal, which is brought in by water from Erie and Cleveland, was formerly almost the only soft-coal in use here. It has now, however, been almost entirely displaced for steam purposes by the cheaper grades of coal hereafter referred to. It is still used for the manufacture of gas, and at some of the large establishments directly

accessible by water. For domestic use the consumption is large among the better class of consumers. It is a rich bituminous coal, strong and durable, and is in point of quality perhaps the best coal for general purposes that comes here. The price, however, runs so much above the other qualities of steam-coal, that it cannot in point of economy compete with these. During this season it has been laid down on dock here at an average price of about \$4.75 per ton.

"Hocking, Straitsville, and Shawnee.—These coals are brought by rail, the two former over the Pittsburgh, Chicago and Saint Louis, the latter by the Baltimore and Ohio, from the coal-fields of Ohio south from Columbus, an average distance from Chicago of about three hundred and sixty miles. Their consumption here is very large, chiefly for domestic use, for which they are admirably adapted. They are but little used for steam, not having the strength and durability of the Erie and Pittsburgh, nor the cheapness of the Illinois and Indiana coals. They are laid down here at an average cost of about \$4.25 per ton.

"Pittsburgh.—Under this head are embraced the mines along the line of the Pittsburgh, Chicago and Saint Louis Railroad immediately west of Pittsburgh, and which furnish a very large and yearly increasing supply of coal to this market. For steam and gas purposes it has no superior, is highly bituminous, and possesses great strength and durability. It is largely used in the rolling-mills and other large manufactories where heavy power is essential. It is also in demand for gas purposes both here and in many of the western towns. The cost laid down on cars here is on an average about \$4.75 per ton, which, taking into account its superior qualities, makes it relatively the cheapest fuel in this market, especially where large power is needed.

"Indiana.—The coal-fields of Indiana have recently become a very important feeder to this market. They are situated in Fountain and Clay Counties, about one hundred and twenty to one hundred and forty miles from Chicago. The transportation of this coal forms a chief item in the traffic of the railroads penetrating these fields, and for the cultivation of this trade very low rates of freights have been fixed by them. There are two distinct qualities of coal produced in this region. The *block coal* is but very slightly bituminous, burning very light and dry, and is therefore not desirable as a steam coal. Its freedom from sulphur and other impurities, however, renders it valuable for iron-heating purposes, and it is also used to some extent in domestic consumption. The *bituminous coal* from this section is stronger and more durable and therefore better adapted for steam, for which it now occupies an important place here. It is cheaply mined, and the low rate of freight by rail admits of its being laid down here at a price which commends it to large consumers. It is, therefore, extensively used in manufacturing, in heating large buildings, and also by some of the leading railways for their engines. We are now furnishing a daily supply to the Chicago, Milwaukee and Saint Paul Railway Company at the very low rate of \$2.90 per ton on cars here, at which price it is found to be the most economical fuel that can be obtained.

"Illinois.—The extensive workings of the coal-fields of this State, situated at Wilmington, Braidwood, Streator, &c., about sixty miles from Chicago, are also capable of furnishing an inexhaustible supply of coal of excellent quality at very low prices. It is of much the same quality as the Indiana bituminous coal, the remarks concerning which will apply equally to this. The cost of digging is more than in Indiana, but this is nearly counterbalanced by the shorter distance, giving a slightly less rate of freight, and it can therefore be laid down here at about the same price.

It will therefore be seen that no important city of the Union is more favorably situated than is Chicago in respect to its coal-supply. For every purpose a suitable quality of coal is provided at reasonable rates. Especially for manufacturing purposes the coal from this State and Indiana, produced within short and easy access and laid down here at the extremely low prices noted, places her in a position in this respect of which she is constantly taking increasing advantage, and which pre-eminently marks her as offering, with her immense railroad facilities, the highest inducements for the establishment of large manufactories of every kind in her midst.

"Yours, respectfully,

"W. P. REND & CO."

Question 10. "At what price per pound can sulphuric acid of commercial strength and quality be delivered or manufactured in Chicago, in quantity from 3,000 to 6,000 pounds daily?"

Answer. In regard to the manufacture of sulphuric acid, we believe that no city in the United States can offer superior advantages to Chicago, and indeed we are informed that such opinion was expressed by Dr. Linderman and Professor Rogers, who, when recently in Chicago, visited the extensive chemical works established here, and witnessed the unrivaled facilities possessed in this branch of manufacture.

The price of sulphuric acid of commercial strength (66° B.) necessarily varies with the value of crude materials, and depends, to a certain extent, not only on the price of labor, fuel, and working capacity, but the requisite skill to utilize all the gaseous pro-

ducts from crude materials, thereby increasing the yield beyond that usually secured in loosely-conducted establishments.

The Chicago Chemical Works are now prepared to furnish 10 tons of sulphuric acid per day, which can now be produced, and which they are willing to sell in quantities as proposed, at rates equal to those ruling in eastern markets. We would also remark that although freight-rates to Chicago for all crude materials needed in the manufacture of sulphuric acid are exceedingly low, we have a supply of them in close proximity, rendering us entirely independent of foreign products when advisable.

Question 10. "At what price per pound can pure nitric or parting acid be delivered or manufactured in Chicago, in quantity from 3,000 to 6,000 pounds daily?"

Answer. The remark made in regard to the manufacture and supply of sulphuric acid will apply to nitric acid, as the price of nitric acid depends on an economical production of sulphuric acid, and it may be safely asserted that no western city offers advantages superior to Chicago for this manufacture. The crude material, viz, Chile salt-peter, can be delivered here at a cost not exceeding the lowest New York quotations plus one-sixth of a cent per pound. Our Chicago manufacturers have supplied the Western Union Telegraph Company with all the nitric acid they have required, and are now prepared to furnish an additional quantity of one ton daily, and can easily enlarge their capacity to enable them to increase this to any required limit. The price will at all times correspond to that of sulphuric acid.

Question 12. "What is the price per ton of half-ground common salt?"

Answer. The three sources of supply of salt for this market are the Onondaga Salt-Works, at Syracuse, New York, the extensive salt-deposits at Saginaw, Mich., and at Goderich, Canada, the two latter being located on opposite sides of Lake Huron; with each of these points the communication is by water, insuring a low rate of freight; indeed, this article is frequently brought to our port as ballast, and at no time during the past season has the freight on the Onondaga salt exceeded six cents a barrel, of 300 pounds, from Buffalo, or 50 cents a ton in bulk, in which latter state it is principally imported, or one dollar a ton from Syracuse. The Saginaw and Goderich article comes at an equally low rate. This fact has made Chicago the great distributing depot for this necessary article to all points in the Mississippi Valley. It is a significant fact bearing upon the general subject of the present report, that the qualities of salt in common use can at the present time, and at most times, be purchased at retail cheaper in this city than in Syracuse. It is shipped in large quantities to Saint Louis for general purposes, and to Denver, Central City, and other mining points for use for smelting and refining purposes. The quality required for the latter uses, which is the kind referred to in the questions propounded, has been sold here as low as \$3 per ton, and the price has varied from this to \$5. It can at the present time be had at \$3.50 to \$4 per ton, and in quantities at the lowest figure named.

Question 13. "At what price can pure zinc be furnished in quantity from three hundred to a thousand or more pounds daily?"

Answer. There are extensive zinc-works located in our city and its vicinity—the Chicago Zinc and Mining Company, those of Messrs. Mathieson & Hegler, La Salle, Ill., the Illinois Zinc Company, Peru, Ill., the Mineral Point Zinc Company, La Salle, Ill., and one recently put in operation at Mineral Point, Wis. The yield of these various works exceeds 700 tons per month of pure zinc. The ores from which this and the sulphuret, the carbonate, and the silicate of zinc products obtained and are found in inexhaustible quantities within one hundred and fifty miles from the city in connection with the large lead-deposits of Northwest Illinois and Southwest Wisconsin, of which Mineral Point is the center. They are nearer to this city than similar deposits are to any other principal city in our country, and the cheap freight to our city must insure this as one of our large and permanent branches of trade. Pure zinc can always be had at this point as low as in any market in the country. At the present time, by an arrangement between the various manufacturers, this is placed in the principal cities west of the seaboard at \$7.40 per hundred pounds.

In corroboration of the facts stated above, and with the consent of the author, your committee beg to present herewith a paper carefully prepared by the Hon. William Bross, and containing some reasons for establishing a branch United States mint in Chicago, and addressed last winter to the honorable Finance Committee of the Senate of the United States. It embodies the result of careful research, and contains facts and deductions of great value on this subject.

SOME REASONS FOR ESTABLISHING A BRANCH MINT IN CHICAGO.

"To the honorable the Finance Committee of the Senate of the United States:

"The undersigned, one of the committee appointed at a large meeting of leading bankers, capitalists, and business men of the city of Chicago, at the Palmer House, on Thursday evening, January 28, begs leave in their behalf to present a few additional reasons for the establishment of a branch mint in that city.

"Referring to what our chairman, Adam Smith, esq., has said in regard to the smelting business in Chicago, and of the saving it would be to the Government and the peo-

ple to coin silver and gold there instead of paying express charges to and from Philadelphia, I beg to add that a mint will best subserve the interests of the country if located where—

"1st. There are the most people to absorb the money, and the most produce of the farm and the work-shop to pay for and use it.

"2d. The extensive and rapidly-increasing business of Chicago makes it the best point for the distribution of gold and silver when coined among the people of the Northwest. This will appear from a consideration of the following figures, to which—

"3d. I beg to call the special attention of the honorable committee and of the members of Congress generally,

"a. The territory between the Lakes and the Rocky Mountains tributary to the business of Chicago, as will appear from the map, rejecting the portion of it unfit for cultivation, embraces about 700,000 square miles—enough to form fourteen States as large as Ohio; and all who understand its climate and resources, I think will admit that they will, in a very few generations, become immensely richer and more productive than Ohio in all that can contribute to the progress and the welfare of a prosperous people.

"b. The actual facts of the growth of the Northwest are sufficiently startling. Take the following figures of the population of six States, taken from the United States census:

	1860.	1870.
Illinois.....	1,711,595	2,569,891
Iowa.....	674,913	1,191,792
Kansas.....	107,206	364,399
Minnesota.....	172,023	439,706
Nebraska.....	28,841	122,993
Wisconsin.....	775,881	1,054,670
Total.....	3,470,459	5,713,551

"c. These figures show a ratio of increase for ten years of 64 per cent. If the same ratio should be continued, it would give these six States in 1880, 9,370,060; in 1890, 15,866,898, and at the close of the century, 25,201,714. Should the country continue reasonably prosperous, with our railways penetrating through this vast, fertile country in all directions, there can be no doubt that within the 700,000 square miles above alluded to there will be nearly 30,000,000 people before the year of grace 1900 shall have passed into history.

"d. Take another illustration: Chicago in 1860 contained 111,214 inhabitants; in 1870 the census gave us 298,977—a ratio of 168 per cent. The same ratio would give our city in 1880, 701,258, and ten years later, 1,879,371. This ratio may not, and probably will not, be continued in the near future; but those who have studied the extent and the vast agricultural and mineral resources of the Northwest can scarcely doubt that its commercial metropolis, before the century closes, will be much larger than any city now upon the continent.

"e. The rapid growth of our railway system is another element by which some definite idea may be gained of the material progress of the Northwest. The following figures show the increase for ten years:

	1860.	1870.	Increase in 10 years.	Built in 1872.
Illinois.....	2,790	4,031	1,241	838
Iowa.....	655	2,095	1,440	585
Kansas.....	None	931	931	511
Minnesota.....	None	795	795	712
Nebraska.....	None	1,058	1,058	218
Wisconsin.....	905	1,512	607	555
Total.....	4,350	10,422	6,072	3,419

"Comparatively little has been done during the past year, but it is safe to say that at least 15,000 miles of railways are now in operation in these six States, and most of them are pouring the produce of the country through which they run into the city of Chicago.

"f. I beg leave further to illustrate the business and the growth of Chicago by the following facts: The first shipment of wheat, consisting of 78 bushels, was made from Chicago in 1838. In 1848 the shipments, flour being taken for its equivalent in bushels, were 2,386,000. In 1873 our shipments of wheat were 35,973,107 bushels. The first shipments of corn were made in 1847, amounting to 67,155 bushels. In 1873 they amounted to 36,754,943. The total number of bushels of cereals shipped during that year were 91,597,092. Our most careful commercial men have taken the amount of grain, provisions, and other products shipped East during the year 1873, and the prices at which they ruled, and they found the sum of money realized from them just about

\$200,000,000. This will do pretty well for a city that sent eastward its first 78 bushels of wheat only thirty-seven years ago.

"g. In the year 1874, as shown by carefully prepared statistics, the total values of the shipments of cereals and animal products were.....	\$249, 500, 000
Merchandise (wholesale).....	268, 000, 000
Manufactures, \$164,300,000 (less what was included in wholesale merchandise trade, \$43,000,000).....	121, 000, 000
Total.....	638, 500, 000

"A large proportion of the value of articles for city consumption are not included in the figures.

"4th. These facts are but an index of the growth and the progress of the country that is tributary to Chicago. They prove that it has the people now to absorb and the products to pay for all the coin a mint can produce in Chicago. With a mint on each side of the continent and one in its central commercial city, the Government can supply the means to resume specie payments in a reasonable time. The present wants of the Northwest, I beg to add, require a mint in Chicago for the accommodation of its immense trade. The business of the thirty millions of prosperous people who are soon to dwell there, makes its early establishment a commercial and a national necessity.

"All which is most respectfully submitted by the committee's obedient servant,

"WM. BROSS."

In conclusion, your committee would ask for the facts here presented your careful attention. The questions proposed by Dr. Linderman were prepared with a full understanding of the information required, and necessarily cover a wide range. While endeavoring fully to meet the inquiries the effort has been to present the matter in a form as concise as would consist with a fair statement of the matters referred to. Subjects intimately connected with the present and future prosperity of our city, and which at first sight seemed to stand related to this report, have been passed over, that it might be kept within reasonable limits. We would add what perhaps seems unnecessary, that the facts here stated have been obtained with care from the most accurate sources, and are capable of full substantiation.

All of which is respectfully submitted.

E. W. BLATCHFORD,
LOUIS WAHL,
JOHN C. DOW,
MURRY NELSON,
ANDREW J. MARBLE,
Committee.

CINCINNATI.

Extracts from reports of board of trade and chamber of commerce.

Population, 218,900.

Banking capital, \$6,654,000.

During the year 1874 the value of the products of manufacturing industry was \$144,207,301. Cash capital invested, \$63,149,085.

The value of real estate was.....	\$123, 231, 790
Personal property	58, 718, 284

Grand total	181, 950, 074
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Cincinnati is the terminus of fourteen lines of railway, having a length (main lines and branches) of 2,448 miles. It has also an immense steamboat and river traffic.

The Cincinnati Southern Railroad, now in course of construction, will extend to Western North Carolina and Northern Georgia, and greatly develop the mineral resources of those sections.

BOARD OF TRADE, SECRETARY'S OFFICE,
Cincinnati, November 5, 1875.

Dr. LINDERMAN, *Washington City :*

DEAR SIR : Our board has been deeply interested in the subject of the location of the new Government mint, and we think Cincinnati, being the central city of the country,

with a splendid commerce and a large and growing manufacturing interest, should be the city selected to have it.

The internal revenue collected from the first and second districts of Ohio (composing our city) are the largest in the United States, which we think is no small reason why we should be considered favorably in a question of this kind; besides, there are new mines being opened now in Western North Carolina and Northern Georgia that are yielding well both of gold and silver bullion, and our city has voted \$10,000,000 to build a southern railroad direct into that part of the country, which is nearly completed. When the cars are running into these mineral districts we expect there will be a wonderful development of gold and silver found there.

Mining for precious metals in that district has been profitably carried on for many years, but being so isolated, has not heretofore opened as it will with the new railroad-facilities we are making into that country. So we ought to have the mint here, and the secretary of our board will write you further to-day, with copies of the reports of our commerce and manufactures.

Very respectfully,

JOSEPH KINSEY,

Chairman Com. on Mint for Board of Trade.

BOARD OF TRADE, SECRETARY'S OFFICE,

Cincinnati, November 8, 1875.

H. R. LINDERMAN, Esq.,

Director United States Mint, Philadelphia:

DEAR SIR: I see, by recent telegrams in the daily papers, that the location for the proposed new mint has not yet been decided upon, and that you are awaiting further statistics from different cities before submitting your recommendations.

When this matter was first broached in Congress, this board and the chamber of commerce of this city promptly took measures to lay before the congressional committee having the subject in charge the facts and figures relating to Cincinnati's manufacture and commerce, and numerous reasons which should influence the Government in selecting this city as the site of the new mint. The Cincinnati Southern Railroad is rapidly approaching completion, and will certainly eventually open up the long neglected mineral regions of Western North Carolina and Northern Georgia, whose wealth in precious metals has long been known, but never fully utilized for lack of those means of communication which the enterprise of our city has undertaken to provide.

I presume that you have access to the communications and documents sent to the congressional committee by authority of the board of trade and chamber of commerce, but I take the liberty of forwarding to you their latest published reports.

Very respectfully,

J. F. BLACKBURN, *Secretary.*

INDIANAPOLIS.

Hon. H. R. LINDERMAN,

Director United States Mint, Washington, D. C.:

DEAR SIR: In reply to the list of questions propounded by you with reference to Indianapolis as a proper place for the location of the new branch mint of the United States, we have the honor to submit the following:

First question. "What is the population of the city of Indianapolis, according to the best estimates?"

Answer. The population of the city of Indianapolis, by the United States censuses of 1850, 1860, and 1870, was respectively 8,091, 18,611, and 48,244. The vote of the city in 1870 was 7,235, making the ratio between vote and population one to six and two-thirds. The vote of the city in 1875 was 17,126, and if the same ratio existed between vote and population in 1875, as did in 1870, the population of the city in May last was 114,173. The increase in population from 1850 to 1860 was 130 per cent., from 1860 to 1870, 160 per cent., and from 1870 to 1875 (only five years,) was about 133 per cent.

Aside from the figures above, the business of the city indicates a population of considerably over 100,000. The commercial transactions and the value of manufactured articles each amount to between \$30,000,000 and \$40,000,000 annually, and the taxable property has risen from a million and a half in 1850 to seventy millions in 1875.

During the year 1874 two thousand six hundred dwelling and business houses were built at a cost of \$9,000,000. Also, about thirty large business blocks at a cost of from \$10,000 to \$100,000 each. During the first nine months of this year, one thousand five hundred building-permits were issued, and among these buildings were forty-seven

business-blocks, costing from \$6,000 to \$75,000 each. Within the same time between five hundred and one thousand buildings have been built outside the corporation, for which permits were not issued. We are annually building houses enough in Indianapolis to furnish homes for fifteen thousand people.

Second question. "What is the total amount of capital employed by banks and bankers in Indianapolis?"

Answer. There are eighteen banks of deposit and discount in this city, and six heavy firms of brokers doing a loan business on real estate with eastern capital. Six of the banks above named are national banks, and the others are private banks. The stock and securities of these banks amount to \$6,500,000, the reserves \$6,000,000, and the deposits \$4,000,000, making, if all are counted as bank capital, \$16,500,000. The item of "reserves" is made up of the actual reserves of the national banks and the private estates of the private banks, as security for their transactions. If the amount of money used and loaned by the six firms of brokers may be counted as bank capital, it would swell the total amount to \$18,000,000. The annual discounts of these banks is \$8,600,000, and the loans of brokers \$1,500,000, making up loans and discounts \$10,100,000.

Third question. "How does the balance of trade of the city of Indianapolis, and State of Indiana stand, as related to other cities, States, and Territories, respectively?"

Answer. The commercial and manufacturing trade of the city has rapidly grown to its present dimensions within the last four or five years, and we cannot find with the board of trade, or any other organization, sufficient data of statistical information to give a satisfactory answer to this question. But a very large wholesale trade and manufacturing trade is rapidly springing up, and it is estimated that the balance of trade with these Western States and Territories is in our favor to the extent of about \$3,000,000 annually. If the shipments of produce and pork from this State are taken into consideration, it will largely increase this sum. Almost the whole of the State of Indiana is splendid agricultural land, and by the last United States census this State was found to be the fourth State in importance in the production of wheat, and the fifth in the production of corn, giving us a large surplus, which is sold to our less-favored neighbors of the West and South. In addition to this, Indianapolis has become the fourth city in importance in pork interests, and from 375,000 to 500,000 hogs are annually slaughtered here. It will be readily seen that this business alone gives us a very large surplus for exportation. It is simply impossible to give the difference of balance of trade in the way asked.

Fourth question. "What is the estimated approximate amount of the trade of Indianapolis with the bullion-producing States and Territories, and the same as respects the republic of Mexico?"

Answer. Same as to question third.

Fifth question. "What are the means of communication with said States and Territories, and Mexico, existing at present, or contemplated in the near future?"

Answer. In reply to this question, we beg leave to call your attention to the map accompanying these papers, showing the exact railroad connections and distances from various points in the Western States and Territories to the city of Indianapolis. It will be seen that this city is on the direct line of most of the great trunk-routes from these western points to the East, and in the direct line of all the shortest routes from the Pacific to the Atlantic Ocean. In this connection, we beg leave to call your attention to the fact that a branch mint, located at Indianapolis, will supply a link in the chain of mints extending from the Atlantic to the Pacific, and located near the fortieth parallel. By an examination of the map, it will be seen that Denver is nine hundred and twenty-five miles from San Francisco, Indianapolis nine hundred and sixty from Denver, and Philadelphia six hundred from Indianapolis, thus locating all the branch mints at almost equal distances from each other in a line across the continent, and in a direct line with the great railroad-routes from east to west. Examine the map again, and you will find Indianapolis the center of the circular line drawn near Des Moines, T-peka, Little Rock, New Orleans, Savannah, Philadelphia, New York, and the northern boundary of Michigan, including within its circle the greater portion of the business of the United States. Examine the map again, and inside this circle see how, by the construction and location of a vast net-work of railroads, everything is driven toward and through Indianapolis. Each week of the year over ten thousand freight-cars pass in and out of this city, making a grand total of over five hundred thousand cars per annum. During each year, the travel to, from, and through this city amounts to between four and five million passengers. With this vast net-work of railroads, leading to all parts of the United States, and our own five thousand miles within the State of Indiana, leading through eighty-four of the ninety-two counties of the State, Indianapolis will unquestionably soon become one of the greatest distributing points of the West, and is already a great distributing point for the Mississippi Valley and the Southern States.

By a line which runs southwest from this city via Vincennes, Cairo, and Little Rock to Austin, Tex., and from there by a contemplated route to the city of Mexico, (a portion of which contemplated road is now completed,) the great Mexican silver-mines

can be more easily and directly reached than by any other route. Then, from this same line through Texas, by way of the Texas and Southern Pacific Railroad, when completed, all the rich mines of Northern Mexico, New Mexico, Arizona, and Southern California may be reached more directly from this city than from any other city within three hundred miles of us.

You will also see that Indianapolis is very nearly a central point, as regards Chicago, Cincinnati, and Saint Louis, the three contesting points for the mint. Between Indianapolis and each of these points there are three or four available competing railroad-lines.

Sixth question. "What are the advantages of Indianapolis, as a point for distributing coin to the various cities and towns in the Mississippi Valley?"

Answer. By an examination of the map again it will be found that Indianapolis, by reason of its favorable geographical and topographical position, is directly connected by trunk-line railroads with more cities and towns in the Mississippi Valley than any city, for, as the great railroad-center of the West, she has direct connection, by the shortest possible routes, with Cincinnati, Pittsburgh, Wheeling, Columbus, Dayton, Toledo, Cleveland, Detroit, Dubuque, Des Moines, Keokuk, Chicago, Omaha, Springfield, Saint Louis, Memphis, Nashville, Louisville, and through these direct connections with more than a thousand other smaller cities and towns in the Mississippi Valley.

In answer to the seventh question, we desire to say that there are no smelting-works in this city, and consequently no silver-ores or base bullion are refined here. There is no trade in bullion or foreign coin at this place at this time, but in the event of the location of the mint, prominent capitalists have expressed themselves willing to erect smelting-works.

Eighth question. "What is the price or rate of ordinary and expert labor, and what is the cost of living, as compared with other cities and towns in the Mississippi Valley?"

Answer. The cost of ordinary labor is \$1.25 to \$1.50 per day, and the cost of expert labor is from \$2 to \$3 per day.

Being surrounded by an immense and very rich agricultural district, and close to the extensive coal-deposits of this State, comprising over one-fifth of the territory of Indiana, or over 4,000,000 of acres of coal lands, with railroads running to all parts of the coal-fields and through the agricultural districts into the county-seats of eighty-four of the ninety-two counties in Indiana, it may be safely assumed that the price of living is a little less in Indianapolis than in any other large western city.

Ninth question. "What are the varieties of fuel, and cost of each, delivered in Indianapolis?"

Answer. Coal, coke, charcoal, and all kinds of hard wood. The best block-coal is worth from \$2 to \$2.50 per ton; nut block-coal, \$1.25 per ton; coking-coal, \$1.80 to \$2 per ton; nut coking-coal, \$1.25 per ton; coke, 8 cents per bushel; charcoal, 10 cents per bushel, and the best of cord-wood at from \$3 to \$5 per cord.

Tenth question. "At what price per pound can sulphuric acid, of commercial strength and quality, be delivered or manufactured in quantity from three to five thousand pounds daily?"

Answer. At from 2 to 2½ cents per pound.

Eleventh question. As to price of nitric or parting acid, from three to five thousand pounds daily, it can be furnished here at 9½ cents per pound.

Twelfth question. "What is the price per ton in this market of half-ground salt?"

Answer. Ten dollars per ton.

Thirteenth question. "At what price can pure zinc be furnished in quantity from three hundred to a thousand pounds daily?"

Answer. Six dollars and forty cents per hundred for American, and \$9.40 for foreign.

Fourteenth question. In reply to this question we lay before you a description of the grounds and buildings of the United States arsenal of Indianapolis for your information.

UNITED STATES ARSENAL.

One of the prominent "objects of interest" is the United States arsenal building and grounds, situated on a commanding eminence east of the city, about half a mile north of Washington street, and one mile and a half east of Circle Park.

The location of an arsenal at this city was authorized by act of Congress early in the rebellion. Its establishment here was in March, 1863, and, pending the erection of the present buildings, a rented building, on the corner of Delaware and Maryland streets, was used for the purposes of the arsenal, Capt. William Y. Wiley, O. S. K., in charge. Captain Wiley resigned his commission on the 14th of October, 1870.

The site of the arsenal was selected by General Buckingham, and work on the buildings was commenced in August, 1863. These, with the exception of some minor-details, have been completed and occupied for some years.

Of these buildings the following is a brief description, with accompanying photographs:

Main building—three stories high, 183 feet long, and 63 feet wide; for the storage of arms, &c.

Artillery store-house—two stories high, 201 feet long, and 52 feet wide; for the storage of artillery, &c.

Magazine—one story high, 50 feet long, and 34 feet wide; for storing powder.

Office—one story high, 43 feet long, and 22 feet wide.

Barracks—Two stories high, 1,105 feet long, and 32 feet wide; for the enlisted men.

Two sets officers' quarters—two and a half stories high, 80 feet long, and 40 feet wide.

One set of officers' quarters—one story and a half high, 47 feet long, and 28 feet wide.

All of these buildings, with the exception of a portion of the officers' quarters, are built of stone and pressed brick, and are both substantial and imposing in appearance.

The grounds consist of seventy-six acres, and have great advantages in respect of beauty as well as utility. Nature has given the site a commanding elevation, an undulating surface, and numerous forest-trees. To these art has added the beautifying auxiliaries of shrubbery, fine drives and walks, &c. A stream of running water passes through one corner. About twenty-five acres are used for pasturage and garden purposes, the rest for the buildings and surrounding grounds. The entire premises supplied with public water and gas.

The grounds and improvements—especially in summer and autumn time—unite in forming one of the most picturesque and attractive localities in the vicinity of the city.

In conclusion, allow us to call your attention to the rapid growth in population and commercial importance of the city of Indianapolis. An immense manufacturing business is rapidly springing up here, especially in iron manufactures. Over forty-five thousand tons of iron are now annually used in the different establishments of this city, which also use annually over fifty thousand tons of coal, and employ several thousand hands. One rolling-mill makes five thousand tons of bar-iron per annum, and another fifteen thousand tons of railroad-iron per annum. There are over three hundred steam-engines built here annually, and very large factories in wood-work are established and successfully operated, employing equally as many hands and as much capital as those in iron-works. In addition, there are, within less than seventy-five miles from this city, eight blast-furnaces, located within the coal-fields. The manufacturing business is constantly increasing, and will soon become a great source of wealth to our city and State.

So far as schools and society are concerned, we have the very best. There are one hundred and thirty school-houses and churches in this city, and the public school-fund of this State is larger than that of any other State in the Union. The annual circulation of newspapers printed in this city amounts to 16,000,000 copies.

As an indication of the energy, perseverance, intelligence, and pluck of the people of Indiana, we desire to say, that in building over five thousand miles of railroads in this State, we have had no advantages of subsidies or foreign aid to any great extent, but that these roads have been built by the energy of our people and the great resources of our State. We therefore beg leave very modestly to claim that for all that we have done in advancing trade, commerce, and civilization, and as one of the future great cities of the republic, we are entitled to some patronage from the United States Government, to the extent, at least, of the location of a branch mint of the United States at this point. The Government is now expending large sums of money in Chicago, Saint Louis, and Cincinnati, in the construction of immense buildings for the use of the post-office, custom-house, and United States courts in those cities, and should the mint be located in either, large additional appropriations will be required for the purchase of grounds and the erection of suitable buildings, which could not be completed and ready for operation under two and a half or three years. But should the mint be located at Indianapolis, the buildings erected some years since by the Government for arsenal purposes, which are no longer required by the Ordnance Department, are admirably adapted for a mint, and can be prepared for that purpose at a comparatively small expense, and the machinery be in full operation in a few months.

More spacious grounds can be obtained at Indianapolis than elsewhere, and at a saving to the Government of from two to three millions of dollars.

THOMAS A. HENDRICKS,

Governor.

E. T. COX, *State Geologist.*

THOMAS D. KINGS,

President Board of Trade.

J. M. RIDENOUR,

President Manufacturers' and Real Estate Exchange.

OMAHA.

To the Senate and House of Representatives of the United States of America, in Congress assembled:

The citizens of Omaha, Nebr., having recently petitioned your honorable body to establish a branch United States mint for coinage at this point, in accordance with the

recommendation of the President, your attention is respectfully asked to the following brief statement of some of the facts and figures which point directly to Omaha as the most convenient and desirable location to subserve the important public interests for which such branch mint is designed.

With the manifest tendency of the public mind toward the early resumption of specie as a circulating medium, and the acknowledged inadequacy of the Government's present facilities for meeting the demand for American coinage, we take for *granted* the *necessity* for the immediate establishment of a branch mint, and ask you to consider the claims of this city for its location.

1st. A glance at the map will show that no point in the West can be selected for the distribution of the product of a mint from which so extensive an area of new, rich, and rapidly-developing country can be reached as from Omaha—its geographical and trade center; located at the eastern terminus of the principal thoroughfare across the continent, in direct communication with the great silver and gold mining districts, with numerous lines of railroads, running east, west, north, and south, and the navigable Missouri River.

2d. This city is from three to seven hundred miles nearer the mining districts of Colorado, Wyoming, Montana, Utah, Nevada, and Idaho than the other cities whose claims for a branch mint have been presented to you. As nearly all the east-bound ore and bullion from those districts passes through Omaha, the location of a mint here would save the expensive transportation of this crude material hundreds of miles east of here, and the cost of the return of the coin for circulation.

3d. The following summary of the official records of the Union Pacific Railroad and express companies, for 1873 and 1874, will show you the volume of gold and silver bullion and ore passing to and through Omaha from the West:

Ore and bullion received at Omaha, from January 1 to December 31, 1873, \$21,500,000.

Ore and bullion received at Omaha, from January 1 to December 31, 1874, \$41,907,090.

4th. During 1873 the product of the Omaha Smelting and Refining Works was \$1,100,000. During 1874 the same company received at their works seven thousand tons of bullion and two thousand tons of ore, the total product of which amounted to \$2,150,000, which will be largely increased hereafter by the recent enlargement of their works. It is a noteworthy fact that the product of the Omaha works exceeds the united product of the smelting and refining works of Chicago, Saint Louis, and Pittsburgh.

5th. The official statements of the various express companies show that during 1873 they received and shipped from Omaha in currency, \$21,914,807.20, which amount was increased 25 per cent. in 1874. During the past year there was deposited in the Omaha banks \$55,305,960.48, and exchange sold, \$25,768,426.92.

These figures show the importance of this city as a point for the distribution of currency, and are respectfully submitted on behalf of its citizens, by

J. E. BOYD,
EZRA MILLARD,
W. W. LOWE,
THOS. L. KIMBALL,
C. W. HAMILTON,
Committee.

JANUARY 25, 1875.

Statement of silver bars shipped by Omaha Smelting and Refining Company from January 1, to November 30, 1875.

Months.	Silver dollars.	Gold dollars.	Total dollars.
January	\$181,463 91	\$48,942 96	\$230,406 87
February	155,905 39	48,654 92	204,560 31
March	151,160 63	43,152 25	194,312 88
April	78,137 42	13,003 02	91,140 44
May	79,612 60	7,351 62	86,964 22
June	82,224 11	11,858 90	94,083 01
July	145,893 95	28,553 79	174,447 74
August	166,899 93	58,100 51	225,000 44
September	167,914 85	53,599 64	221,514 49
October	132,873 82	31,212 21	164,086 03
November	206,308 60	44,786 86	251,095 46
Total	1,548,395 21	389,216 68	1,937,611 89

Statement of the ore, bullion, and lead shipped over the Union Pacific Railroad for the year 1874, showing the amount consigned to each principal city.

To—	Ore, pounds.	Bullion, pounds.	Lead, pounds.	Total.
Omaha.....	2,005,383	15,847,190	.....	17,852,573
Chicago.....	9,816,641	1,863,970	303,420	11,984,031
Saint Louis.....	2,668,760	1,656,854	.....	4,325,614
Mansfield.....	1,338,450	270,910	.....	1,609,360
Boston.....	.....	.....	1,684,630	1,684,630
New York.....	912,874	6,500,597	5,433,445	12,864,916
Newark, N. J.....	.....	7,918,154	.....	7,918,154
Bellville, N. J.....	.....	43,000	.....	43,000
Philadelphia.....	.....	1,709,280	194,200	1,903,480
Baltimore.....	1,242,000	153,150	.....	1,395,150
Total.....	17,984,108	35,963,105	7,615,695	61,562,908

Statement of amount of bullion, in pounds, shipped to the following points, from January 1 to October 31, 1875, inclusive, via Union Pacific Railroad.

Destination.	January.	February.	March.	April.	May.	
Omaha:						
Bullion.....	2,386,435	2,583,780	931,450	1,069,354	1,289,260	
Lead.....	22,150					
Chicago:						
Bullion*.....						
Saint Louis:						
Bullion.....	353,420	433,360	1,012,120			
Mansfield:						
Bullion.....			713,570	40,600	81,900	
Boston:						
Bullion.....	22,100	42,100	84,450			
New York:						
Bullion.....	216,350	266,480		60,335	221,080	
Newark, N. J.:						
Bullion.....	1,476,900	1,425,210	£53,410	734,975	1,377,925	
Baltimore:						
Bullion.....	41,450			84,050		
Destination.	June.	July.	August.	September.	October.	Total.
Omaha:						
Bullion.....	1,806,003	3,304,090	2,189,250	1,894,095	2,325,308	19,834,025
Lead.....						
Chicago:						
Bullion*.....						
Saint Louis:						
Bullion.....			946,150	617,950	313,820	3,682,820
Mansfield:						
Bullion.....	170,780	335,230		648,260	731,140	2,621,480
Boston:						
Bullion.....						148,650
New York:						
Bullion.....	340,000	691,145	333,155	246,000	336,120	2,610,685
Newark, N. J.:						
Bullion.....	1,207,047	856,356	1,182,980	611,650	986,655	10,718,108
Baltimore:						
Bullion.....	22,400			63,520		218,620

* Not any.

E. P. VINING,
General Freight Agent.

KANSAS CITY.

POST-OFFICE DEPARTMENT,
Kansas City, Mo., November 12, 1875.

DEAR SIR: I inclose herewith a printed copy of the report of the board of trade committee on the interrogatories propounded by yourself and Dr. Rogers when here.

These facts have been carefully looked up by the committee and may be relied upon as correct in every particular.

Very truly, yours,

THO. S. CASE.

DR. H. R. LINDERMAN,
Director of the United States Mint, Philadelphia, Pa.

REASONS WHY KANSAS CITY, MO., SHOULD BE SELECTED AS THE SITE FOR THE
 UNITED STATES BRANCH MINT.

Report of committee of the Kansas City board of trade, November 6, 1875.

BOARD OF TRADE ROOMS,
Kansas City, Mo., November 10, 1875.

SIR: In reply to the interrogatories propounded by you when here, I have the honor to transmit herewith the report of the committee appointed by this board, and to invite your careful examination of the facts and arguments presented therein.

Very respectfully, your obedient servant,

F. B. NOFSINGER,
President.

Hon. H. R. LINDERMAN,
Director United States Mint, Washington, D. C.

KANSAS CITY, MO., *November 6, 1875.*

Dr. F. B. NOFSINGER,
President of the Board of Trade, Kansas City, Mo.:

SIR: Your committee having carefully considered the various questions propounded by the Hon. H. R. Linderman, Director of the United States Mint, and fully investigated the several subjects upon which he desired information, beg leave to report as follows, taking up the questions and answering them in their order, viz:

Question 1. "What is the population of Kansas City, according to the best estimate?"

Answer. Forty-two thousand inhabitants. This estimate is based upon the United States census for 1870, which gave 32,260 as the population. Since then, building statistics show that more than twenty-five hundred houses have been erected, which, counting five for each of two thousand, would give 42,260. And these figures are verified by the school census and from other sources.

Question 2. "What is the estimated proximate amount of the trade of Kansas City with Colorado and New Mexico, respectively?"

Answer. In the aggregate about eight millions of dollars (\$8,000,000.) It was found impracticable to separate many lines of business so as to give the amount done with each. This estimate was made from personal visits and reports received from wholesale merchants, commission-merchants, live-stock dealers, hide and wool dealers, and others engaged in the trade, and is, if anything, under the aggregate figures.

Question 3. "What is the amount of capital employed by public banks and private bankers in Kansas City?"

Answer. Two million one hundred and sixty-five thousand dollars. As transfers of funds are largely made without an actual movement of coin, it may here be stated that Kansas City is one of the leading points in the Mississippi Valley for the concentration of bank accounts and the accumulation of funds. The banks of Kansas, Colorado, New Mexico, large parts of Texas, Missouri, and other States, have long found that the drift and concentration of trade necessitate the keeping of regular and active accounts at this point, and each future year will witness a great increase of this tendency. For official evidence of the activity of the monetary business of Kansas City, reference is here made to that eminent authority, the Banker's Magazine, for August, 1875, page 84, wherein the clearings of the Kansas City clearing-house for 1874 are stated as \$17,584,929. In 1875 they will largely exceed these figures.

Question 4. "What are the means of communication between Kansas City and Colorado, New Mexico, and Arizona, respectively, existing at present, and those contemplated? State, also, the advantages of Kansas City as a point for distributing coin to the various towns and cities in the Mississippi Valley."

Answer. Kansas City has three competing lines to Colorado, to wit: The Union Pacific, which is reached via the Kansas City, Saint Joseph and Council Bluffs Railroad;

the Kansas Pacific Railway to La Junta, a point twenty miles west of Las Animas, and to Denver, Golden City, Central City, and other points in the Rocky Mountains; and the Atchison, Topeka, and Santa Fé Railroad, now in operation to Las Animas, and in course of construction to Pueblo. The Kansas Pacific and Atchison, Topeka, and Santa Fé are active competitors for the trade of Arizona, by way of Las Animas, which is about equi-distant with the present terminus of the Southern Pacific, from Tucson. The line of the Kansas Pacific will be extended to Trinidad in the spring of 1876.

The advantages of Kansas City as a point for distributing coin to the various towns and cities in the Mississippi Valley are superior to those of *any other point*, having the most complete and comprehensive system of railroads in the West. She reaches all parts of Kansas by the following lines of road: Atchison and Nebraska by two lines, the Missouri Pacific and Kansas City, Saint Joseph, and Council Bluffs Railroads; Central Branch Union Pacific, by the same lines; Kansas Central, by the same lines; and by direct connection, the Kansas Pacific and its system of branches; Atchison, Topeka, and Santa Fé; Leavenworth, Lawrence, and Galveston, and Missouri River, Fort Scott, and Gulf Roads. Nebraska is reached by two direct lines, the Kansas City, Saint Joseph, and Council Bluffs, and the line made up by the Missouri Pacific, Atchison and Nebraska, and Burlington and Missouri Road, of Nebraska. By this latter route the east and west lines of Nebraska, to wit, Saint Joseph and Denver, Midland Pacific, Chicago, and Northwestern, and Union Pacific, and the Chicago and Northwestern of Iowa are reached. By the Kansas City, Saint Joseph, and Council Bluffs Railroad, Iowa's system of east and west roads is reached, and also the railroad system of Minnesota and Western Wisconsin.

Chicago and intermediate points are reached by the following lines: Kansas City, Saint Joseph, and Council Bluffs and Chicago, Burlington, and Quincy Railroads; Hannibal and Saint Joseph and Chicago, Burlington and Quincy Railroads; Saint Louis, Kansas City, and Northern and Chicago and Alton Railroads; Chicago, Rock Island and Pacific Railroad; Atlantic and Pacific and Illinois Central Railroads, and Hannibal and Saint Joseph and Toledo, Wabash, and Western Railroads.

Saint Louis is reached by three routes, to wit, Saint Louis, Kansas City, and Northern Railroad; Missouri Pacific Railroad; Hannibal and Saint Joseph Railroad and Keokuk Packet Line, via Hannibal, and also direct by the Missouri River.

It will be readily seen that the present facilities for bringing precious metals from the mines of Old Mexico to Kansas City are far superior to those afforded by any other city, and that any railroad lines that may be built to or from other cities must be intersected by the railroad lines now in operation to Kansas City, or their extensions.

Question 5. "What is the price of ordinary and of expert labor? What is the cost of living here? What are the varieties of fuel and the cost of each, delivered in Kansas City?"

Answer. Ordinary labor \$1.25; expert labor \$2.50 per day. The cost of living is as cheap as in any city in the Union. Provisions very cheap; meats and breadstuffs cheaper than in any city. The varieties of fuel are coal and wood. Coal, ten cents per bushel in quantities; hard wood, \$4 per cord.

Question 6. "At what price can pure metallic zinc be delivered here per pound, in any quantity from three hundred to one thousand pounds per day?"

Answer. The ruling prices of metallic zinc in the quantities named are one-half cent cheaper than New York, one-eighth of a cent cheaper than Saint Louis, and one-sixth of a cent cheaper than Chicago prices.

Question 7. "At what price can sulphuric acid be furnished or manufactured at Kansas City, commercially pure and strong, two thousand to six thousand pounds daily?"

Answer. Two and one-half cents per pound.

Question 8. "At what price can nitric acid, (38°,) of the quality known as 'parting' acid, free from sulphuric and chlorine, two thousand to six thousand pounds daily?"

Answer. Eleven and a half cents per pound.

Question 9. "At what price can 'half-ground' salt be furnished at Kansas City?"

Answer. Our salt-dealers do not understand exactly what is meant by "half-ground" salt; but can furnish the "Liverpool coarse" or ground-alum salt in two hundred and ten pound bags, at \$1.64 per bag here, or a similar quality of Ohio River salt at \$1.85 per barrel, of two hundred and eighty pounds net.

From the reply to interrogatory number 7, above given, it will be seen that sulphuric acid can be furnished here at the trifling cost of two and a half cents per pound, which is merely the cost of transportation added to the manufacturer's rates. Even this price is based upon railroad tariffs, which can be considerably reduced on considerable quantities by bringing the steamboat-men into competition with the railroad companies.

Besides this, a practical, experienced chemist of this city proposes to engage in the manufacture of sulphuric and nitric acids, if a demand arises for any large amount. Such an enterprise would, doubtless, cheapen it still more, besides insuring a constant supply irrespective of railroad and steamboat accidents, which are liable to occasionally interfere with its safe delivery.

Sulphur.—But to crown the whole, the discoveries of large quantities of sulphur along and near the line of the Union Pacific Railroad, in Wyoming Territory, gives us an advantage which none of the competing cities can ever hope to overcome; for, while Sicily sulphur can be delivered at Kansas City, by way of Galveston, as cheaply as at Saint Louis, Wyoming sulphur will always cost more delivered in Saint Louis than here.

These sulphur-beds are within nine hundred miles of this place, and, from reliable information, exceed, in extent, accessibility, purity, and local conveniences and essentials for refining, any in the world. We quote briefly from a correspondent of the Chicago Times, writing from Evanston, Wyoming Ter.:

“EVANSTON, WYO., October 13, 1875.

“The extensive deposits of sulphur that have been discovered in this Territory are worthy of the consideration of those who seek investments in manufacturing industries.

“Our examinations along the line of the Union Pacific Railroad have brought to notice and investigation numerous deposits of sulphur. After we got within the gypsiferous regions, the presence of sulphur is easily determined by the casual observer. But we do not find any considerable beds or strata of sulphur along the line of the road until we approach Point of Rocks station, eight hundred and five miles west of Omaha and two hundred and twenty-seven miles east of Ogden. A little more than a mile to the east of the station, in a bluff nearly fronting Bitter Creek, there is a sulphur-bed 13 feet in thickness. The mineral lies in a sedimentary formation, which I am inclined to believe is cretaceous. One mile north of this deposit there has been opened a sulphur-bed 9 feet in thickness. Here the sulphur is found in acute octahedrons, with secondaries, and in massive formations. The deposit is mostly of an orange-yellow color, with a resinous luster, and contains a small quantity of selenium.

“Sixteen miles north of this point I have opened two sulphur-beds much more extensive than the one named, where thousands of tons could be mined yearly. These deposits are in the same sedimentary formation, and the rocks present the same lithological characters.

“From this station to Evanston, one hundred miles, the country contains numerous sulphur-deposits and many sulphur-springs. None of these have been in the least developed, yet there can be a number of manufacturing industries started at various points that would return capital 15 to 25 per cent. per annum on investment. We can assure capitalists that the Union Pacific Railroad Company will afford them rates and facilities that will make their business a success.

“Near Evanston, the third city in population in Wyoming, are extensive sulphur-deposits, not less pure and extensive than those described. These sulphur-beds are all in the same general geological formation, and may be determined to occupy an extensive range. We have traced these deposits over many miles in extent, and from the lithological character of the various districts, and their rocks, association, and relation, can very accurately determine their extent.

“Only the surface has been seen of those sulphur-beds, or edges of the strata where the elevation of the same has brought them up to sight. The dip of the sulphur-strata is east and southeast, and when penetrated a few feet proves to be of a superior quality to the exposed mineral.

“As it has been stated that these sulphur-deposits were probably the result of a volcanic action or disturbance, we wish here to distinctly protest against any such speculating nonsense. Were this true, their permanency might be questioned. As their deposition was made in water, and the surface even determined, the vast extent of the sulphur-beds must be fully accepted.

“To illustrate the great expense of sulphur mining and transportation in the island of Sicily, it is only necessary to inform our readers that all the mineral from the mines is brought up from a depth of 120 feet by children from ten to fourteen years of age. The masses are carried to the surface upon their shoulders, walking or climbing up steps cut in the earth and rocks. There is no fuel in the region, and sulphur is used for melting and refining, and, in its condition in these mines, it requires one ton of the sulphur to melt as large a quantity. The sulphur, when ready for market, has to be carried upon the backs of donkeys and mules to a road, and then hauled in carts thirty to forty miles to a seaport.

“The cost of production of the Sicily sulphur is about \$15 per ton, and transportation to New York \$7 per ton. With this product at \$30 per ton, there is realized \$8 per ton on the 300,000 tons now annually produced in Sicily.

“In the Wyoming sulphur-deposits no shafts, machinery, or cribbing would be required. The works for refining the sulphur can be built here as cheaply, if not cheaper, than elsewhere. The clay for brick, retorts, and sandstone, with the coal not a half a mile away for fuel, all so economically associated, that sulphur, ready for the markets of the world, can be manufactured for less than \$8 per ton. The investment for refining would not exceed \$15,000, and it could be done for much less money.

"Another very important consideration favors the utilization of the Wyoming sulphur-beds: They carry 70 to 79 per centum pure sulphur—more than double that of any deposit in Europe. Fuel for the refining can be placed at the works for \$2 per ton. The sulphur-supply is almost unlimited, and will be mined by drifting and stoping, or by tunneling. It will be economy to place the works at the mouth of the mines, with very short tracks or tramways from sulphur, coal, and fire-clay to the works.

"Should these statements be verified in practice, one of the most important points in the question of refining and parting silver is settled, and this country, if not foreign lands, will look to the United States for an inexhaustible and cheap supply of sulphur.

"*Zinc*.—In addition to our reply to interrogatory No. 6, we desire to call attention to the vast deposits of zinc-ores in Southwestern Missouri, and the zinc-works at Cherokee, Kans., as sources of supply of this essential element in the reduction of silver-ore.

"At the lead-mines of Joplin, Jasper County, Missouri, sulphuret of zinc, or "black-jack," exists in apparently inexhaustible quantities, but for want of demand is only at present taken out when found in mining for lead. In Dade County, Missouri, silicate of zinc is found in vast amounts, separate from lead and other metals. In Neosho County, Missouri, at the well-known Granby mines, black-jack is also found in large quantities.

"The Joplin mines are within twenty miles of the terminus of the Missouri River, Fort Scott and Gulf Railroad, one hundred and sixty-five miles south of this city, while the Dade County mines, as well as those of Neosho County, are also much nearer to Kansas City than any other point of any importance.

"The zinc-works at Cherokee are within three miles of the above-named railroad, one hundred and thirty-five miles south of this city, in the State of Kansas, twenty miles from Joplin, less than forty from Granby, and about sixty from the Dade County mines. They have been in operation about three years, and are now producing eight thousand pounds of metallic zinc per day. This zinc is used at the silver-reducing works at Omaha, and also at San Francisco. It is regarded equal in every respect to any produced in the country, and the company is prepared to meet any demand, having ample means and facilities for increasing their works to any desired extent.

"*Coke*.—The coal lying along the Fort Scott Railroad is especially adapted for coking, and it is claimed by manufacturers at Fort Scott and Cherokee that coke, equal in every respect to that of Connellsville, Pa., can be produced from it. We send samples of this coke, from the Cherokee Zinc-Works, with this report, in order that it may be tested and compared with that of Connellsville, although the present facilities for roasting it are very inferior indeed. The superintendent of these works proposes, if these samples prove satisfactory, to build ovens for coking, on an extensive scale, and prepare himself to meet all demands.

"Referring to the matter of salt, for which we have given estimates above, in reply to interrogatory number nine, we desire to mention the fact that salt, in immense quantities, is found on both the Kansas Pacific and Archison, Topeka and Santa Fé Railroads, between this city and the Rocky Mountains; also, in Saline County, Missouri, on the line of the Kansas City and Keokuk Railroad, now in process of construction.

Fire-clay, suitable for retorts, fire-brick, and furnace-linings, has been found in this vicinity; also near Brookville and Cherokee, Kans.; while the most valuable building-stone (both lime and sand stone) exists in unlimited quantities along the lines of the Fort Scott Railroad, the Kansas Pacific Railroad, and the Missouri Pacific.

Iron-ore lies within forty miles, on the line of the Kansas City, Memphis and Mobile Railroad, now in process of construction.

WHAT THE ABOVE FACTS SHOW.

The above are the answers, direct and specific, to the written interrogatories, and given so as not to complicate the information desired by you with other matters.

But we ask permission, by way of memorial, to supplement them by a statement of the advantages which they suggest for the location of the proposed mint at this place.

Kansas City is nearer the ores than Saint Louis by two hundred and eighty-three miles; nearer than Chicago by four hundred and eighty-eight miles; nearer than Indianapolis by five hundred and twenty-one miles; and nearer than Cincinnati by six hundred and twenty-three miles. So that as to proximity to the mines, other things being equal, Kansas City is without competition.

In regard to fuel, it will be seen that Kansas City has not only the best quality of coal, but that this best quality is cheaper and is furnished cheaper than the inferior quality of other points. Not only is this so at present, but in the future the difference will be more marked in its favor, as new mines and new routes to them are being opened, nearer to the city and more favorable for mining. The facts demonstrate that for all time to come Kansas City will be the point of supply for cheap fuel in all this portion of the West—her mines of supply being already sixteen in number and located from twenty-three to one hundred miles from the city.

As to facilities for reaching the mines of Colorado, New Mexico, Utah, Wyoming, Montana, &c., the figures given above answer for distance. And so far as the mines of

Colorado and New Mexico are concerned, they cannot be reached at all save by the system of railways built from Kansas City. To reach the mines of these Territories, from either Chicago, Saint Louis, Indianapolis, Cincinnati, New York or elsewhere east, the Kansas City lines of railway must be used—thus making the advantages given above not only geographical but actual in transportation.

In addition to the railway facilities of Kansas City, including the most perfect system west of the Mississippi River, and really surpassed by no city of the Union for access to all portions of the country, it possesses also the Missouri River, navigable at all seasons to first-class river steamers, save when obstructed by ice, giving the same advantages for cheap freight possessed by any other river city of the West—as low as 12 and 15 cents per one hundred pounds from the Mississippi ports.

Here then, we submit that we have shown that, in cost of production, the proposed mint can be operated at this point cheaper than at any point suggested for its location, for the reasons:

It is nearer the ores than any other point, thus making the cost of delivery at the mint less.

It is nearer the best quality of coal and fuel, at prices lower than any other city in the West.

It is nearer the great sulphur-deposits of the world than any of the proposed sites for the mint, save Denver and Omaha.

It is nearer than any other city to the largest zinc-deposits of the United States, and within six hours of works that turn out eight times the amount required for the daily consumption of the mint—enough to supply all the mints in the Union.

It is the wholesale market west for New Mexico and Colorado, and fast absorbing the commercial transactions of those Territories with the East—all shipments being without transfer and at competing rates by rival lines—lines that must be and are the only ones that can be used by any portion of the country to reach those Territories.

It controls ample capital, and does a business in exchange with the other money-centers of the country to give ample facilities for handling all the bullion that may find its way to the mint.

It is to-day and must remain the cheapest point for food-supply in the United States—being farthest from the great markets, and producing in excess of all other portions of the country, both in wheat, corn, vegetables, pork, beef, and mutton.

It affords labor at as favorable prices as any other city, and will become more favorable as population increases.

It has to-day the largest population of any city between Saint Louis and San Francisco, with gas, water-works, street-railways, cheap rents, and manufactures—the largest beef-packing establishments in the Union—and all the requisites of a city of the first class.

In short, there is no requisite embraced in your interrogatories which it does not possess equal or superior to any city of the country, making it pre-eminently the available point for its establishment.

As to the real estate needed, it will be freely donated, wherever desired, to the Government.

The location of the proposed mint, we submit, should not be controlled by present considerations only, but that the future development of the country ought to be taken into consideration.

In 1860, the population west of Missouri and the Missouri River, and in the country east of the Sierra Nevada Mountains, from which the proposed mint will be supplied with the precious metals, was but 400,000. After four years of war, both civil and with the Indian tribes, when immigration was suspended, it had in 1870 more than 700,000 people, and to-day its population largely exceeds a million.

Before the war there was not a locomotive or a mile of constructed railway in all that country. To-day there are 5,260 miles of railroad in operation.

In 1870 the country in question imported food. The State of Kansas alone has this year a surplus of over 9,000,000 bushels of wheat, and 60,000,000 of bushels of corn.

These facts, with the prospective growth of the country, will within the next twenty years, the same period that has elapsed since the organization of the Territories of Kansas and Nebraska, place within the Missouri Valley, and within the commercial radius of Kansas City, ten millions of people, inhabiting the richest portion of the United States, unrivalled in production, climate, system of transportation, and accessibility to the markets of all portions of the continent, combining conditions unsurpassed for the promotion of the wealth and comfort of its population.

Respectfully submitted.

R. T. VAN HORN,
H. M. HOLDEN,
T. F. OAKES,
C. H. PRESCOTT,
THEO. S. CASE,

Committee.

DENVER.

DENVER, COLO., *October 1, 1875.*

SIR: The undersigned, a committee appointed by the board of trade of Denver, at a meeting held on the tenth day of September last, for the purpose of submitting for your consideration such information and matter as might have a bearing upon the location of the new coinage mint of the United States, and also to answer such questions as were propounded by you on that occasion, beg leave, in compliance with that duty, to submit for your consideration the following, trusting that it will receive at your hands such attention as you may deem the subject entitled to.

We are, sir, your most obedient servants,

JACOB F. L. SCHIRMER,
DAVID H. MOFFAT, JR.,
CHARLES B. KOUNTZE,
E. J. MALLETT, JR.,
J. H. JONES,
JOHN J. RIETHMANN,

Committee of the Board of Trade, Denver, Colo.

Hon. H. R. LINDERMAN,
Director of the Mint, Washington, D. C.

LOCATION OF PUBLIC INSTITUTIONS.

In the location and establishment of all public institutions and enterprises it has generally been the policy of the Government to select such localities as would best serve the interests of the Government, and at the same time to accommodate to the fullest extent the wants of the people, and the largest area of country possible.

In selecting the site of Government institutions it is also taken into consideration what influence the location will have upon the community at large in its material prosperity.

In the location of the new coinage-mint it would seem just and proper that all of these points should be taken into consideration, and the claims of each and every section of the country carefully considered.

If in making the selection all of these facts are conceded, then the committee think they are warranted in saying that Denver's claim can be shown to be paramount to all others.

MINTS AND THEIR LOCATION.

The Philadelphia Mint, located upon the eastern limits of our country, near the seat of Government, is the controlling, or parent mint, and to its care had been assigned all of the Government coinage; but the rapid development of the mineral resources in the far West, on the Pacific slope, compelled the establishment of mints for coinage at San Francisco, Cal., and Carson City, in Nevada, but even with this addition to the coinage-facilities, they are still found inadequate for the wants of the people, nor is their capacity sufficient to keep pace with the rapid development of the mining industries, and production of the precious metals.

The last Congress, in considering this subject, recommended to the President the selection of still another site for a coinage-mint, and to this fact are we indebted to your visit in our midst, the President, in his wisdom, appointing the Director of the Mint to make personal examination of different localities and reporting upon the same before the meeting of the next Congress.

A CENTRAL LOCATION.

It would seem to the committee, after a mature and careful deliberation, that as there is a coinage-mint on the eastern confines of our country and two on the western limits, the next location should be made a central one, more particularly as it seems to be the aim and desire of the Government to aid and foster the mining interests of the country; that the location should be in the midst of a mining community, where, by its very location, it would stimulate and encourage the development of the vast mining industries of the eastern and middle portion of the great Rocky Mountain ranges.

In the location of the coinage-mint at Denver it will readily be seen that it is central. Central, as between the eastern and western coinage-mints; central, as to being in the very center of an immense mining area, which, although hardly known until within the past sixteen years, produces annually fifteen millions of dollars in the precious metals.

AREA OF MINING COUNTRY.

The following area of country is without question tributary to Denver, and would be fully accommodated by the location; a country situated in such a manner as to re-

quire the fostering aid of the Government in the building of railroads and the establishing of such institutions as will encourage the inhabitants to mine for the precious metals, and at the same time give that protection which every citizen has a right to demand of its Government. Arizona, New Mexico, Utah, Montana, and Colorado, present a mining area of incalculable wealth.

Arizona and New Mexico, adjoining Colorado on the south, are producers of the precious metals; which product will be largely increased upon the completion of the narrow-gauge railway which is rapidly making its way from Denver in that direction. The commercial relations and natural outlet of these two Territories are through Colorado.

Wyoming, already connected by rail with Colorado, although up to this time the smallest bullion-producing Territory of the whole six, will, no doubt, upon the extinguishment of the Indian title, take a quick step to the front as a bullion-producer, and with the completion of the contemplated line of railway through the Black Hills to the Territory of Montana, places Denver in direct connection with these two Territories, that, under the natural laws of trade, would send their gold and silver to the central mint for coinage.

Utah, connected with Denver by the Pacific Railways of to-day, will still have closer ties with Colorado upon the completion of the contemplated lines of railways over the Rocky Mountain ranges of Colorado to the Middle Park, and thence to the cities and towns of Utah, giving that Territory the shortest and most natural channel of trade through Colorado to the East.

In addition to this vast extent of country it is not out of place to anticipate a flow of bullion from the rich northern mining States of Old Mexico.

By a glance at a map of the United States it will at once be observed that Denver is the natural and permanent center of this vast area of mining country. Railways are being constructed as rapidly as possible to the various mining centers, and when those in contemplation are completed the channel of trade and commerce cannot be diverted from Denver, the mining center of this most extensive mining region on the globe.

DENVER.

Denver has an enterprising and thrifty population of 20,000. Living is as cheap as in the eastern cities; meat and bread, the two great staples, much cheaper. Every branch of trade is represented, and all classes of merchandise as low as in the States, freight added. Surrounded by inexhaustible coal-fields and forests of pine timber, with all needed facilities for cheap transportation, with a central location whose surroundings include an area of over 300,000 square miles of mineral-bearing country, it must be conceded that she has some claims on the Government for the location of the new coinage-mint.

Your committee are satisfied, should the mint be located at Denver, it would aid to a great extent in bringing capital to Colorado to develop its mines and give a fresh impetus to all industries.

SITE FOR THE MINT.

The committee hardly deem it necessary to call attention to the property owned by the Government in Denver, but as the cost of the required buildings may be taken into consideration, will say that the Government owns in the center of the city of Denver one entire block, consisting of thirty-two lots, or 400 feet in length by 266 feet in width; also, the present mint-property, which is 100 by 125 feet.

COINAGE OF THE PRECIOUS METALS.

There is no question but what the Government require more capacity for the coinage of the precious metals; hence the request of Congress made to the President to recommend a site for another mint for coinage. This question was fully recognized in the passage of the act establishing the branch mint at Denver, as early as 1862, and the intent and purpose was to coin the precious metals, but the civil war made a premium on these metals, and gave us the greenback as a circulating medium; thus there was no necessity for the coinage of the metals, and the Denver mint was made an assay-office for the time being, or till such time as the Government would require its services in coining, as was the intent and wording of the act. We simply ask *now* to be restored to our just rights under that bill, and make a coinage-mint. The question of the establishment of mints for coinage in the States or Territories producing the precious metals received the following notice at the hands of the Director of the Mint in the year 1860: "Owing to the large extent of our country, and the fact that gold is largely produced in our distant possession on the Pacific, and that the chief city on our southern border is near the silver-producing regions of this continent, the establishment of branch mints at San Francisco and New Orleans seems useful and expedient, and the same reasons, to some extent, apply to the existence of the two mints placed in the heart of the gold-producing region in our Southern States."

The effect of the establishment of a coinage-mint in the midst of a mining region can

be more readily seen by quoting from the report of the superintendent of the Carson mint, in 1870. He says: "Since the mint was opened for the reception of bullion the business has been steadily increasing. The mining interests of the country from whence the larger portion of bullion is received are improving rapidly. New mines are being developed and larger quantities of bullion produced." * * "This branch will increase its business materially during the next fiscal year, and give much aid in developing the mining interests of this and adjoining States."

In these two reports we have the full intent of the Government, and the influence the establishment of coinage-mints has upon a mining community, when located in their midst. It also can be said that by the establishment of coinage-mints in the heart of a large mining region the Government produces the result without expense to itself of distributing the coin throughout a vast extent of territory.

The Government for the past year has been a purchaser of large amounts of bullion for coinage purposes. This they have transported a long distance, at great expense, and after coinage it has to be retransported to the place of its use. In the case of coinage at Denver the depositor does his own distribution. Making his deposit and receiving his coin, he pays it out for his supplies, and it quickly makes its way over the lines of railway to the Mississippi Valley and Middle States of our country. Colorado produces bullion to the amount of five millions per annum, which would all be coined at this mint and distributed toward the East without one dollar of expense to the Government. The remarkable developments in Colorado for the past twelve months, in our mining region, warrant the committee in stating, without fear of contradiction, that the bullion-product of Colorado for the year 1876 will not be less than ten millions of dollars. The Government, in its necessity for more coinage, can aid, encourage, and stimulate the development of this vast mining area by the establishment of the branch coinage-mint at Denver, Colo.

SUPPLIES FOR THE MINT.

In answer to the questions propounded by Hon. H. R. Linderman and Professor Rogers on this subject, the committee have to report that this matter of vital interest, being the cost of the necessary materials for manipulating the precious metals for coinage, has received most careful attention at their hands, by correspondence and personal interviews with parties in Colorado, and have to report that responsible parties have offered and are willing to contract to deliver to the mint the following articles at the annexed prices; also find that there is not the slightest trouble in regard to their manufacture in Colorado, viz: sulphuric acid, at 2½ cents per pound; nitric acid, at 9 cents per pound; hydrochloric acid, at 4 cents per pound; metallic zinc, at 8 cents per pound; metallic copper, same price as in Chicago or Saint Louis. In case the supply of sulphuric acid should temporarily fail at any time, by reason of accident or calamity to the works, the same can be delivered to the mint from Saint Louis at a cost not exceeding three cents per pound.

BANKING CAPITAL.

The amount of capital employed in public and private banking:	
In the city of Denver.....	\$1, 135, 000
In the Territory.....	700, 000
Total	1, 835, 000

BULLION.

The amount of bullion handled and shipped by the Denver bankers for the fiscal year ending June 30, 1875.....	
By other banks in Territory.....	\$4, 240, 000
Shipments of gold and copper matte by Boston and Colorado Smelting-Works.....	2, 350, 000
.....	800, 000
Total	7, 390, 000

AVERAGE AMOUNT OF DEPOSITS.

In banks and banking-houses in the city of Denver	
In other banks in Territory.....	\$3, 000, 000
.....	2, 000, 000
Total.....	5, 000, 000

Attention is called to the following table, taken from the report of the Director of the Mint, for the fiscal year ending June 30, 1874:

Table showing the amount of bullion deposited at the United States Mint, from the following Territories, for the fiscal year ending June 30, 1874.

Territories.	Gold.	Silver.
Arizona	\$78,463 84	.....
Colorado	1,166,289 39	\$1,391,856 32
Montana	2,658,120 45	16,898 10
New Mexico	93,584 45	77,850 70
Utah	17,493 84	1,764,937 86
Wyoming	10,211 09	.....
Total	4,024,163 06	3,251,572 98

Total gold and silver, \$7,275,736 04.

Table showing the amount of bullion deposited at the Mint of the United States' from these Territories, from the date of the discovery of the precious metals within their border, to June 30, 1874, as per report of the Director of the Mint:

Arizona	\$1,158,487 86
Colorado	24,681,150 49
Montana	36,944,980 17
New Mexico	1,244,330 21
Utah	3,190,473 01
Wyoming	170,613 97
Total	67,390,125 71

B. W. Raymond, United States Commissioner of Mining Statistics, estimate of the production of the precious metals in these Territories, for the fiscal year ending June 30, 1874, as per report of the Director of the Mint:

Arizona	\$500,000 00
Colorado	4,400,000 00
Montana	4,500,000 00
New Mexico	500,000 00
Utah	3,400,000 00
Wyoming	50,000 00
Total	13,350,000 00

Estimate made from reliable sources of the production of the precious metals in these Territories, for the year ending June 30, 1875:

Arizona	\$700,000 00
Colorado	6,400,000 00
Montana	5,000,000 00
New Mexico	1,000,000 00
Utah	4,000,000 00
Wyoming	100,000 00
Total	16,200,000 00

NEW MINING DISTRICTS.

The season in Colorado has been an active one for the prospector, and so far the results have been most encouraging, not only in the discovery of new districts, but in demonstrating the capabilities of those discovered last year. Under the head of last year's locations, we have the San Juan, Uncompahgre, Rosita, Summit, and Sunshine districts, in all of which considerable work has been done, and plenty of good ore found. This year's discoveries include the Rabbit Ear, (in Middle Park,) Chalk Creek, Hans Peak, Sangre de Christo, and Gunnison Mines. The tellurium belt that was confined to two locations three years ago has now extended for miles north, south, and east of these mines. The record of mining in Colorado for 1875 bids fair to excel that of any previous year of our history. We have not yet begun to realize the extent and richness of the mineral belts of our mountains.

MINERAL PRODUCTION OF COLORADO.

The following yield of bullion in Colorado is made up from reliable statistics:

Total yield of bullion in Colorado previous to the year 1872	\$40,000,000 00
Total yield of bullion in Colorado in the year 1872	3,785,220 00
Total yield of bullion in Colorado in the year 1873	4,070,000 00
Total yield of bullion in Colorado in the year 1874	5,363,383 00
Total yield for sixteen years	53,217,603 00

ESTIMATE OF BULLION PRODUCT, 1875 AND 1876.

The estimate for the year 1875 is made upon the basis of what the mines have produced the first six months of the present year; that of 1876 upon the estimate of the best mining authorities, (not including new discoveries.)

Counties.	1875.	1876.
Clear Creek	\$2,500,000 00	\$3,500,000 00
Gilpin	2,000,000 00	2,500,000 00
Park	600,000 00	1,000,000 00
Boulder	600,000 00	1,000,000 00
San Juan District	100,000 00	500,000 00
Lake	100,000 00	300,000 00
Rosita District	100,000 00	300,000 00
Placer Mines	300,000 00	400,000 00
Total	6,300,000 00	9,500,000 00

COAL-FIELDS IN COLORADO.

The area of land known to be rich in coal-deposits is about 7,200 square miles, lying in various parts of the Territory.

The following table of coal mined in Colorado, for the past ten years, is compiled from reliable statistics:

Boulder Valley Coal-Mine, at Erie	260,000
Murphy Coal-Mine	125,000
Golden Coal-Mine	87,500
Arkansas Valley Coal-Mine	72,000
Marshall Coal-Mine	50,000
Baker, Eulner & Rob Roy Coal-Mine	21,500
Ralston Coal-Mine	10,000
Davidson Coal-Mine	6,000
Saint Vrain Coal-Mine	5,000
Fullerton Coal-Mine	4,500
Castleton Coal-Mine	4,000
Mitchell, Leyden, Knaft, and Johnson Mines	4,500

Total tons

Which has been sold at an average price of \$4.25 per ton, amounting to \$2,762,500.

The coal of Colorado can be divided into three classes, each valuable for their peculiar properties:

First class—Anthracites. The anthracite of Gunnison River and branches—non-coking—contains 1.50 per cent. water; 91 per cent. carbon.

Second class—Coking-coals. Trinidad, 8.84 per cent. water, 57 to 64 per cent. carbon. White River coal contains 85 per cent. carbon, 4 per cent. water.

Third class—Non-coking. Murphy, Marshall, Golden, and Baker coal contain on an average 13 per cent. water, 31 per cent. volatile matter, 52.20 per cent. carbon.

LINES OF RAILWAY.

The following lines of railway center in Denver: the Kansas Pacific; the Denver Pacific; the Atchison, Topeka & Santa Fé, via Denver & Rio Grande to Pueblo; the Denver & Rio Grande; the Denver, South Park and Utah; the Colorado Central to

Black Hawk; the Colorado Central to Floyd Hill and Georgetown; the Colorado Central to Boulder and Longmont; the Boulder Valley to Boulder.

The Denver and Rio Grande Railway, running south from Denver, at the base of the mountains, to Pueblo, one hundred and twenty-five miles, with a branch to Cañon City, thirty miles. Has also graded south of Pueblo fifty miles, which will be ironed this fall; furnish the transportation for the ore and bullion of Southern Colorado.

The Denver, South Park and Utah supply the transportation for the ores of the South Park and Upper Arkansas River mining region.

The Colorado Central runs into the heart of the gold and silver producing counties of Gilpin and Clear Creek, and also brings the bullion and rich ores from the counties of Summit, Grand, and Boulder.

The Boulder Valley reaches the rich gold and silver producing county of Boulder, and transports the majority of the coal used in Denver and the long lines of railways over the plains.